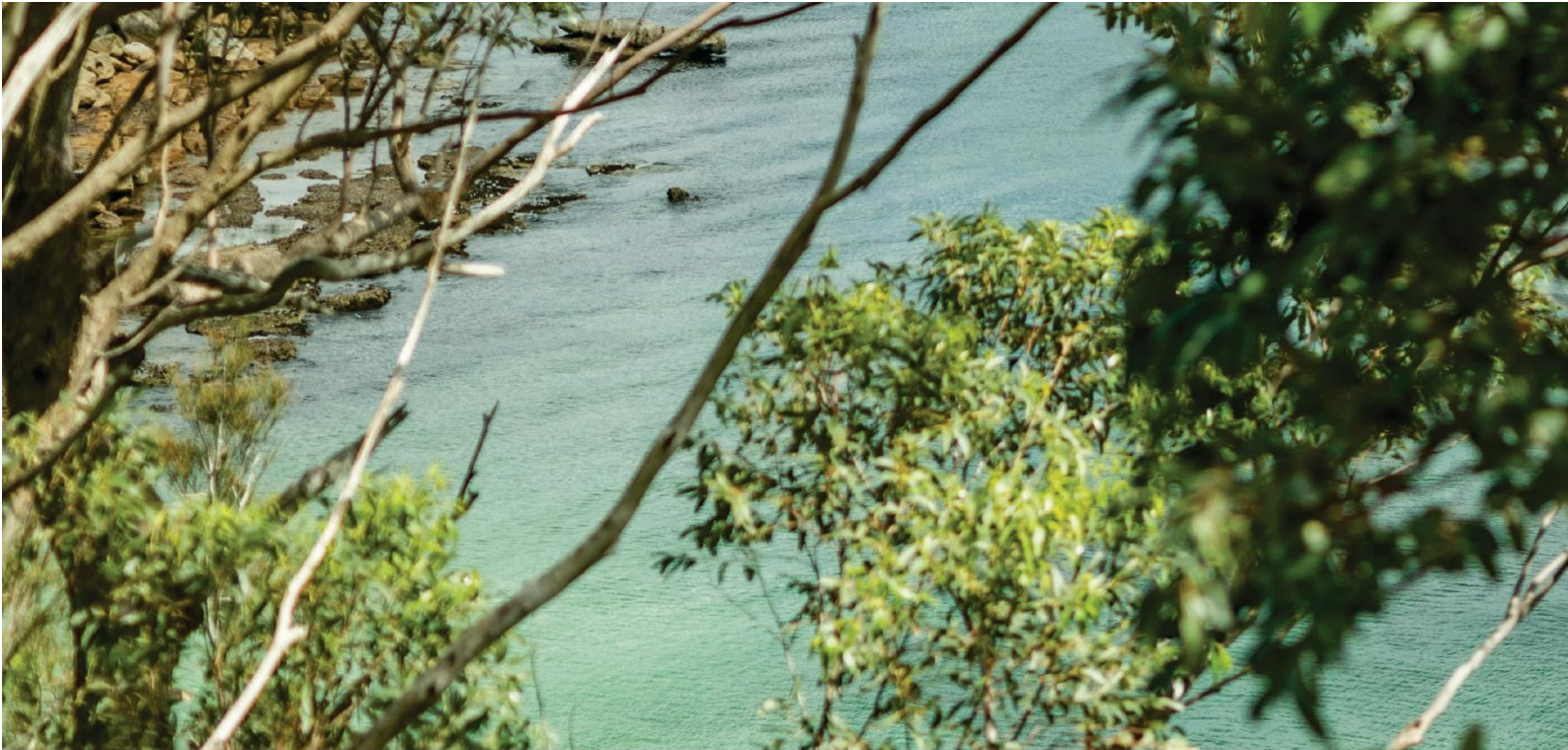




Mosman Masterplan

PLANNING
PROPOSAL

Mosman
COUNCIL



Draft Planning Proposal Mosman Masterplan
August 2026

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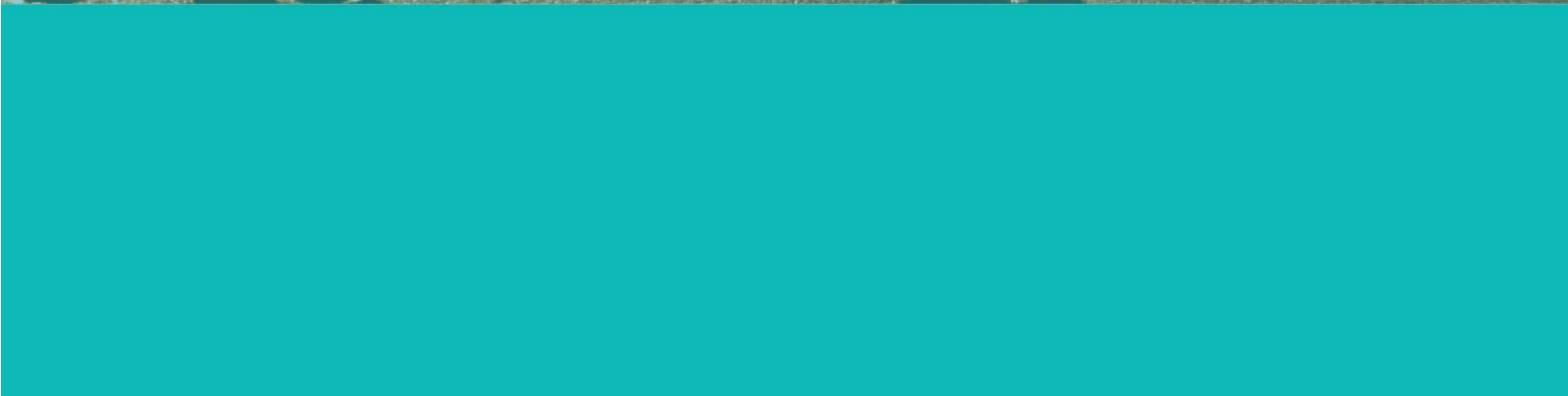


Draft Planning Proposal Mosman Masterplan

Acknowledgement of Country

Mosman Council acknowledges the Borogegal and Cammeraigal people as the traditional custodians of this land. We pay our respects to Elders of the past and present and to those of the future and acknowledge their spiritual connection to Country.





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(commercial in confidence)

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Council Report and Resolution – 30 June 2026
Extraordinary Meeting



Introduction

Recent NSW Government planning reforms have successfully stimulated development in some parts of Sydney, bolstering future housing supply. In Mosman, while Council supports the State's housing agenda and remains committed to delivering its share of future housing capacity, the reforms have fundamentally altered the local development landscape with unintended and unforeseen outcomes.

The increased development capacity introduced through the Low and Mid-Rise Housing Policy (LMR), the Housing Delivery Authority and the *State Environment Planning Policy (Housing) 2021* (Housing SEPP) In-fill Affordable Housing Bonus, has rapidly accelerated developer interest in parts of Mosman, particularly on highly feasible sites with expansive harbour views and other locational attributes that maximise development returns.

This has resulted in a significant increase in State Significant Development Applications (SSDAs) and Development Applications (DAs) lodged under the LMR provisions predominantly in very high value areas. These developments typically couple new unprecedented heights with further additional height under the in-fill affordable housing bonus. They can be located on foreshore slopes, straddling the scenic protection areas and severely impacting the existing environment prized by the many Australians and international visitors that enjoy Mosman's harbour foreshores and beaches, Taronga Zoo and Middle Head.

The pace and concentration of these proposals have generated strong and sustained community concern regarding the cumulative impacts on infrastructure capacity, local character, heritage and the environment.

In response to community concerns regarding the LMR reforms, Council has liaised with the State Government in the preparation of a Masterplan, a place-based 30-year planning framework that provides a clear and feasible pathway for accommodating growth. Consistent with the agreed framework, the Masterplan redistributes the additional housing generated by the LMR reforms while ensuring the overall dwelling yield is equivalent to that enabled under the State policy. The Masterplan establishes a coordinated approach to housing delivery that balances State housing objectives with local character, infrastructure capacity and community expectations.

Shaped by extensive community engagement, the Mosman Masterplan delivers housing capacity, housing diversity and affordable housing outcomes through a coordinated, place-based approach. Unlike the broad application of the LMR reforms, the Masterplan aligns growth with infrastructure delivery under a new 7.12 Local Contributions Plan, public space improvements, enhanced connectivity and environmental outcomes, including a 40% urban canopy target to support a liveable and resilient community over the next 30 years.

This planning proposal, prepared in accordance with the Local Environmental Plan Making Guideline (July 2026), outlines the statutory amendments required to implement a considered and place-based strategic approach to accommodating housing diversity, including affordable housing in perpetuity, while allowing growth to be redistributed through locally informed planning controls that respond to the Mosman's unique urban character, heritage, landscape and environmental values.

Background

Overview

NSW has committed to delivering 377,000 new well-located homes by 30 June 2029, forming its share of the national target of 1.2 million homes. The NSW Government's response to the National Housing Accord has centred on increasing housing supply, speeding up planning approvals and encouraging higher-density development in well-located areas. Key NSW Government actions include:

- Low and Mid-Rise (LMR) Housing reforms
- Transport-Oriented Development program (not applicable in Mosman)
- In-fill affordable housing incentives to encourage developers to include affordable housing for 15 years by allowing bonuses of up to 30% in floor space ratio and building height
- Housing Delivery Authority to accelerate major housing projects through a State Significant Development pathway
- Statewide housing targets with each council being allocated a five-year housing target. Mosman has a target of 500 homes by 2029.

The increased development capacity introduced through the LMR, the Housing Delivery Authority and the *State Environment Planning Policy (Housing) 2021* (Housing SEPP) In-fill Affordable Housing Bonus, has rapidly accelerated developer interest in parts of Mosman, particularly on highly feasible sites with expansive harbour views and other locational attributes that maximise development returns.

In particular, there has been a significant number applications lodged under the LMR provisions. In Mosman, the LMR policy applies to all appropriately zoned land within 800 metres of the Spit Junction and Cremorne town centres. The pace and concentration of these proposals have generated strong and sustained community concern regarding the cumulative impacts on infrastructure capacity, local character, heritage and the environment.

In response to community concerns regarding the LMR, Council has liaised with the State Government in the preparation of a Masterplan, a place-based 30-year planning framework that provides a clear and feasible pathway for accommodating growth. Consistent with the agreed framework, the Masterplan redistributes the additional housing generated by the LMR reforms while ensuring the overall dwelling yield is equivalent to that enabled under the LMR. The Mosman Masterplan establishes a coordinated approach to housing delivery that balances State housing objectives with local character, infrastructure capacity and community expectations.

Drivers for Change

This planning proposal seeks to refine the local application of Chapter 6 of *State Environmental Planning Policy (Housing) 2021* (Housing SEPP) to address the unintended and poor planning outcomes arising from the LMR Policy in sensitive areas of Mosman, while delivering the same amount of housing capacity.

The principal concerns associated with the poor planning outcomes arising from the application of the LMR provisions include:

- Inadequate height transitions
- Impacts on heritage items and heritage conservation areas
- Inappropriate scale and built form of development
- Consistency with the existing and desired future character of the local area
- Impacts on the Scenic Protection Area
- Adverse impacts on significant public and private views
- Limited delivery of meaningful, permanent affordable housing

These principal concerns are discussed below and supported by several case studies of recent LMR applications, highlighting the adverse outcomes:

Inadequate height transitions

Council's planning controls, reflected in the *Mosman Local Environmental Plan 2012* (MLEP) Height of Buildings Map, have been designed to concentrate the tallest buildings within the Spit Junction commercial centre with building heights transitioning down as the land falls from the ridge line towards the foreshores of Sydney Harbour. This approach has established a consistent streetscape character while protecting residential amenity and views as built form tapers down the foreshore slopes in line with the topography.

The Housing SEPP permits buildings of up to 6 storeys (or 8 storeys with the In-fill affordable housing bonus) within an arbitrary walking distance catchment of the Spit Junction and Cremorne town centres. This is resulting in abrupt and inconsistent height transitions, with new development significantly exceeding the scale of adjoining buildings, including development within the commercial centres themselves. This impacts the immediate environment through impacts on heritage values, overshadowing, public views, private views, scenic protection areas and the visual impact of excessively bulky buildings abutting single dwelling houses.

A more appropriate planning outcome would be to concentrate the greatest building heights along the Spit/Military Road corridor, with heights progressively reducing as the land slopes away from the ridgeline into the scenic protection area and the foreshores.

Impacts on heritage items and heritage conservation areas

Mosman has a large and valued concentration of heritage items and heritage conservation areas, prized not only by locals. Council has consistently sought to protect heritage items and heritage conservation areas from inappropriate development.

While the LMR does not apply to land containing heritage items, it does apply to adjoining land. Development on adjacent sites has the potential to adversely affect the setting and significance of heritage items through increased building bulk, height and scale.

The LMR applies within heritage conservation areas. Development facilitated under these provisions has the potential to adversely affect the character and heritage significance of these areas where the scale and form of development is inconsistent with the existing heritage context and therefore eroding the significance and integrity of the heritage conservation area.

Inappropriate scale and built form of development

The development outcomes permitted under the LMR enable building forms and densities that are significantly greater than those envisaged under Council's planning controls. The scale of development facilitated by the LMR provisions is incongruent with the established character of surrounding developments and is resulting in adverse impacts on residential amenity, streetscape character and the broader urban form.

Further, where those large developments are located next to heritage items or other land not subject to the LMR, the urban form will not transition to the new scale at any time in the foreseeable future.

Consistency with the existing and desired future character of the local area

The desirable elements of the character of the local area include a uniformity of low scale built form, including within medium density zoned areas such that buildings do not visually dominate their surrounds and do not create detrimental residential amenity impacts to their surrounds, including visual impacts on Mosman and Sydney Harbour.

The desired future character of the precinct includes the preservation of the scenic quality and landscape amenity of Mosman's foreshore slopes and heritage streetscapes whilst allowing medium density residential development in close proximity to the R2 low density residential zone and C4 environmental living zone and the preservation of the residential amenity and visual environment of the area.

A critical element of the character is the way in which views to the harbour and foreshores are available from private and public spaces, resulting from the "amphitheatre" form of many areas of Mosman including the Balmoral slopes where building heights transition down in line with topography allowing for expansive views between and above the built form.

Adverse impacts on the Scenic Protection Area

The Scenic Protection Area (SPA) applies to Mosman's foreshore land located below the 60-metre contour line. The purpose of this planning control is to protect the natural and visual qualities of Mosman and Sydney Harbour by ensuring that new development maintains the dominance of the natural landscape and minimises visual intrusion when viewed from the harbour. Protecting the scenic quality and landscape amenity of Mosman's foreshore slopes has been a Council priority for many years as these features play a dominant role in contributing to the character of Mosman. The large scale built forms being delivered through the LMR provisions are not allowing for buildings in a landscaping setting with the scale so large that the built form dominates.

Buildings of six to ten storeys within the Scenic Protection Area are highly visible from Sydney Harbour, would substantially alter the existing landscape character and would be a jarring visual intrusion. Development of the height allowed under the LMR (let alone the Housing SEPP bonus height) is inconsistent with the objectives of the Scenic Protection Area and will significantly degrade the scenic qualities of this environmentally and visually sensitive land.

Adverse impacts on significant public and private views

Public views and vistas are a defining element of Mosman's character and contribute significantly to its landscape setting and public domain. Public views are recognised under Part 7 of the Mosman Residential DCP 2012 (see map extract in Figure 1), where a number of significant public views and vistas are identified on townscape maps with an accompanying planning control requiring that public views between buildings from public walkways and streets and those identified on the townscape map be maintained.

Development facilitated under the LMR provisions obstructs and diminishes these recognised significant public views and vistas by permitting increased building heights and bulk without regard to existing topography, established view corridors, and is resulting in the erosion of these significant public views throughout the LMR housing areas.



Limited delivery of meaningful, permanent affordable housing

The Housing SEPP in-fill affordable housing provisions, which some LMR developments are using to obtain additional height and floor space, are not meaningfully addressing housing affordability. Examples of LMR applications including the SEPP housing in-fill affordable housing bonus in Mosman, generally comprise proposals delivering luxury residential developments. Examples include 'affordable' units with a floor area over 230 square metres, buildings with a "wellness centres" and a golf simulator. More worryingly, "poor door" solutions are being used as a blunt tool to provide units with separate entries. In addition, some proposals include a restriction on the in-fill affordable housing units to exclude the use of the 'communal' facilities in the building to reduce strata levies in luxury buildings. Council is observing a perverse, and no doubt unintended, outcome of the in-fill affordable housing bonus with less-than-ideal social outcomes largely due to the high land costs in the foreshore areas.

Council is also concerned that LMR development is contributing to the loss of existing affordable housing stock, without requiring replacement affordable housing in perpetuity. In many cases, relatively affordable dwellings are being demolished and replaced with larger, luxury developments

that do not meaningfully improve housing affordability or increase housing options for lower-income households.

Case study: 48–50 Almora Street

Development Application 8.2025.208.1 (DA) proposes the consolidation of 2 allotments, demolition and construction of a new 8 storey residential flat building comprising 14 units (including 3 in-fill affordable housing units), 31 car parking spaces over 3 levels of basement parking, and swimming pool under the LMR provisions. Key contentions in this application relevant to the principal concerns identified above include:

- Adverse impacts on public views
- Inconsistency with the existing and desired future character of the local area
- Impacts on surrounding heritage items.

Figure 2: LMR proposal at 48–50 Almora Street DA 8.2025.208.1

Photomontage submitted by Applicant for DA 8.2025.208.1



Impacted public view in Almora Street from Visual Impact Assessment prepared by Urbaine Design Group and submitted by Applicant for DA 8.2025.208.1



This site is within the Balmoral Townscape as identified in the Residential DCP. The desirable elements of the character of the local area include a uniformity of low scale built form such that buildings do not visually dominate their surrounds and do not create detrimental residential amenity impacts to their surrounds, including visual impacts on Mosman and Sydney Harbour. A critical element of the character is accordingly the way in which views to the harbour area are available from private and public spaces, resulting from the "amphitheatre" form of the Balmoral slopes. Figure 2 demonstrates the significant public view impacted by the development looking east toward Sydney Harbour, Balmoral Bay, the beaches, Middle Head and North Head, which is identified as a significant public view and vista in the Balmoral Townscape (MRDCP). The development also has strong impact on heritage items in the vicinity

Case study: 11-23 Rangers Avenue

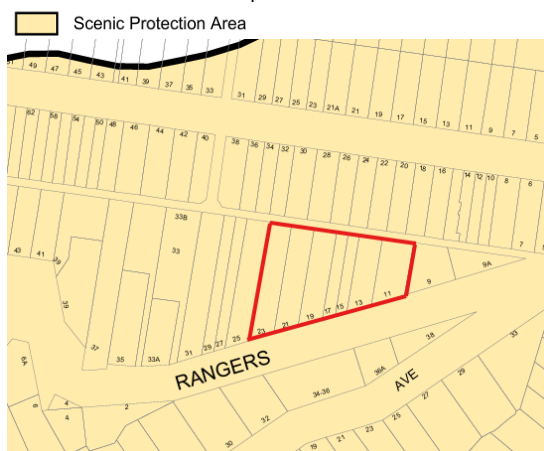
State Significant Development Application SSD-96272465 (SSDA) proposes the consolidation of 7 allotments, demolition and construction of a part 6, part 7-storey residential flat building comprising 44 units (including 10 in-fill affordable housing units) and 91 car parking spaces under the LMR provisions, see Figure 3. The development proposes a height of 25.66 m.

Key issues in this application relevant to the principal concerns identified above include:

- Inadequate height transitions
- Impacts on the Scenic Protection Area
- Inconsistency with the existing and desired future character of the local area

Figure 3: Scenic Protection Map extract and southern façade of proposal at 11-23 Rangers Avenue

MLEP Scenic Protection Map extract



Extract South elevation (Rangers Avenue) (Source: Drawing Set, Woods Bagot)



Council's submission on this SSD identifies that:

- The proposed building mass fails to provide appropriate transitions to low scale residential properties to the north and east. For example, the immediately adjoining lot to the east is not subject to the LMR provisions and will continue to be subject to the MLEP provisions which allow a maximum height of 8.5m, a wall height of 7.2m and a FSR of 0.55:1.
- The whole of 11-23 Rangers Avenue is located within the Scenic Protection Area. Inadequate measures are incorporated to minimise the visual impact of the proposed development in accordance with the Scenic Protection Area MLEP provision and the development fails to maintain a dominance of the natural landscape and minimise visual intrusion when viewed from the harbour.

Case study: 40-48 Redan Street

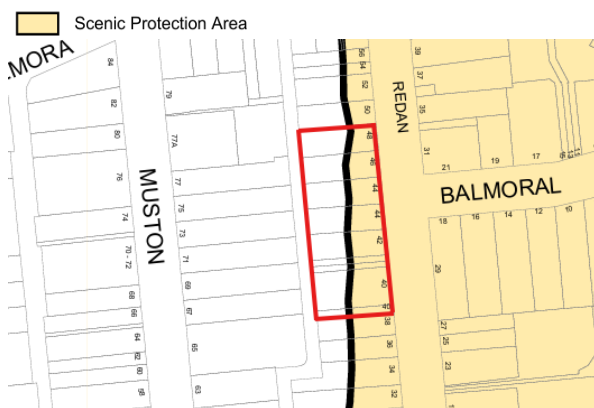
State Significant Development Application SSD-93020230 (SSDA) proposes the consolidation of 9 allotments, demolition and construction of a 10 storey residential flat building comprising 53 units (including 11 in-fill affordable housing units) and 106 car parking spaces under the LMR provisions, see Figure 4.

Key issues in this application relevant to the principal concerns identified above include:

- Inconsistency with the existing and desired future character of the local area
- Inadequate height transitions
- Inappropriate scale and built form
- Impacts on the Scenic Protection Area
- Impacts on heritage items and Heritage Conservation Areas

Figure 4: Scenic Protection Map extract and Eastern façade of proposal at 40-48 Redan Street

MLEP Scenic Protection Map extract



View of massing model (Source: Environmental Impact Statement, Urbis)



Council's submission on this SSD identifies that:

- The proposal has a height of 32.23m and fails to provide appropriate transitions to low scale residential properties including the immediately adjoining heritage item to the south and will exacerbate visual dominance impacts.
- Approximately 47% the development site is within the Scenic Protection Area. The development does not incorporate adequate measures to minimise the visual impact of the proposed development, the development fails to maintain a dominance of the natural landscape and minimise visual intrusion when viewed from the harbour, and the development fails to maintain a dominance of the natural landscape and minimise visual intrusion when viewed from the harbour.

Case study: 93-101A Awaba Street

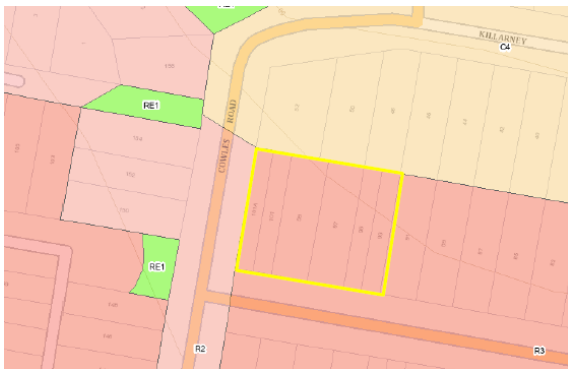
Development application 8.2025.117.1 (DA) proposes the consolidation of 6 allotments, demolition and construction of a part 6 part 7 storey residential flat building comprising 29 units, 58 car parking spaces over 2 levels of basement parking under the LMR provisions, see Figure 5.

Key issues in this application relevant to the principal concerns identified above include:

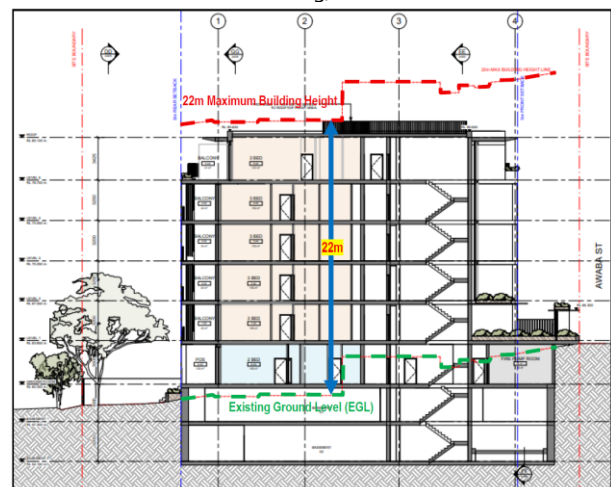
- Inadequate height transitions
- Impacts on the Scenic Protection Area
- Inconsistency with the existing and desired future character of the local area

Figure 5: Land Zoning Map and Section showing proposed heights of the proposal at 93-101A Awaba Street

MLEP Land Zoning Map extract



Section showing proposed heights (Source: Statement of Environmental Effects, GSA Panning)



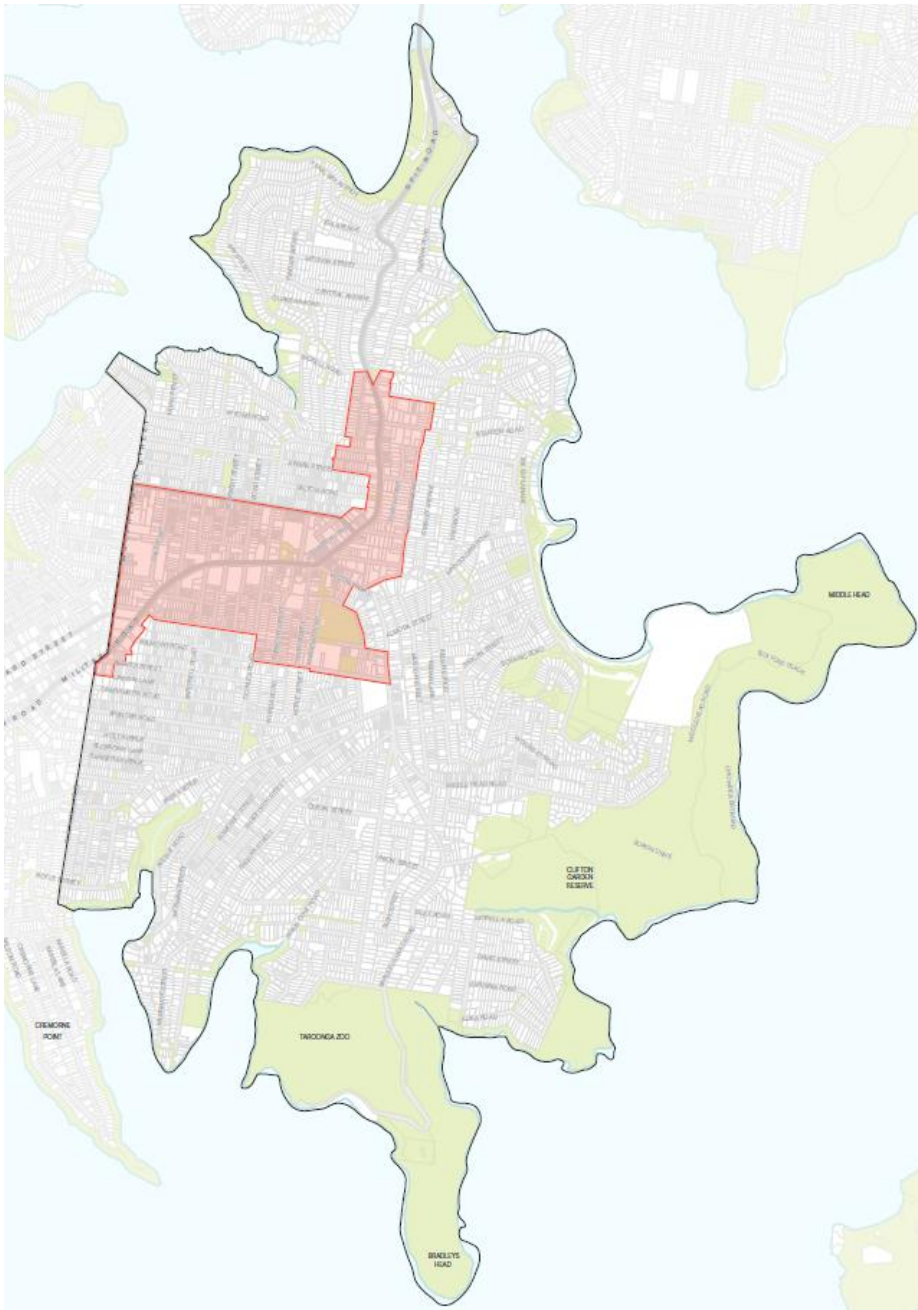
The proposed development is seeking to utilise the LMR inner housing area provisions and does not appropriately transition to the C4 Environmental Living zoned land located immediately to the north of the site. Development on adjoining land to the north is limited to single dwelling houses with a maximum height of 8.5m and FSR of 0.5:1. The proposal provides a 5-6 storey high continual wall of development adjacent to the northern boundary and creates a brutal transition with the adjoining C4 zoned land which is exacerbated by local topography with this land lower than the development site. In this situation there is no ability to achieve the transition anticipated by Chapter 6 of SEPP Housing, being the 400m outer area comprising development of a lesser height and scale.

A good portion of this site is within the Scenic Protection Area. The development does not incorporate adequate measures to minimise the visual impact of the proposed development and the development fails to maintain a dominance of the natural landscape and minimise visual intrusion when viewed from the harbour.

Mosman Masterplan

The Mosman Masterplan establishes a long-term vision for the renewal and growth of the Masterplan area over the next 30 years and adopts a place-responsive methodology that builds on the housing objectives of the LMR policy through a detailed review of the Mosman LGA. The Masterplan area is shown in Figure 6.

Figure 6: Masterplan area



Rather than applying the uniform 800-metre catchment prescribed by the LMR policy, the review identifies areas suitable for change based on an assessment of existing housing stock, built form character and local conditions, informing the selection of appropriate residential typologies and an urban structure capable of accommodating the required additional dwellings. This approach enables housing growth to be distributed in a manner that responds to Mosman's landscape setting, heritage values and established residential amenity, while maintaining the overall housing capacity envisaged by the LMR. The Masterplan area includes areas where the LMR applies.

Preparation of the Masterplan has been guided by principles and drivers (outlined below) which ensure the outcomes remain place-responsive and has been supported by a range of technical studies undertaken to inform the Masterplan, including transport, infrastructure, environmental, urban design, economic and servicing investigations.

Masterplan Principles:

To ensure the masterplan remains grounded in Mosman's specific context while still providing a clear and defensible basis for change, eight design principles have been established as guiding lenses for decision-making. These principles were informed by the early consultation to ensure the principles reflected community priorities:



Protect and enhance the established character

The masterplan will retain and strengthen the distinctive qualities of Mosman's character – scale, design, views, trees, landscape setting, heritage. New development should reinforce, not dilute, local identity through context-led design.



Celebrate heritage

The masterplan will ensure heritage significance is protected through appropriate curtilage, setting and visual relationships, including controls for setbacks, height transition, and interface design where higher density occurs nearby.



Protect local amenity and liveability

The masterplan will safeguard public and private amenity by managing key impacts such as overlooking, overshadowing, wind, traffic, noise, and loss of tree canopy.



Bring the community on the journey

We'll make it easy to stay informed, have your say, and see what changes as a result, especially in areas with the biggest change.



Protect the environment

Mosman's environmental assets are foundational to its identity and liveability. The masterplan will protect and enhance sensitive landscapes and set strong environmental standards for new development.



Plan and advocate for community needs and infrastructure

The masterplan will be informed by integrated community, transport and infrastructure planning aligned to projected growth. It will address local transport capacity, traffic congestion, and infrastructure needs, while ensuring growth respects local character and is supported by timely investment and delivery of this infrastructure so growth supports genuine community benefit.



Leverage value to deliver opportunities for all

By capturing a share of the value created through increased, development potential, the masterplan will reinvest this uplift into essential community outcomes - such as new open spaces, local infrastructure, and affordable housing.

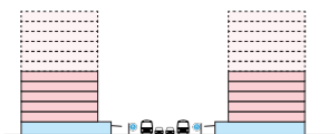


Plan for diverse and affordable housing

Support the delivery of a diverse range of housing types and tenures to meet the needs of current and future residents, including families, young people, older people and key workers. Encourage housing choice, affordability and adaptability through a mix of dwelling types, with convenient access to services, transport, open space and employment.

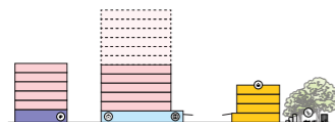
Masterplan Drivers:

Masterplan drivers have been developed to guide decisions on how growth is accommodated in a way that is tailored to Mosman and that is consistent with the eight masterplan principles. These drivers provide a clear basis for decisions about how and where growth should occur, so that change supports strong, well-functioning centres while maintaining Mosman's distinctive character and providing high-quality places to live:



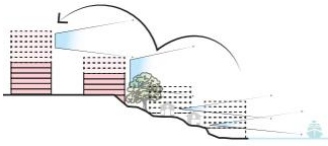
Prioritise housing near public transport and services

Concentrate higher-density housing in the most accessible locations by focusing growth within walking distance of public transport and local services, particularly along the Military and Spit Road corridor and at Spit Junction.



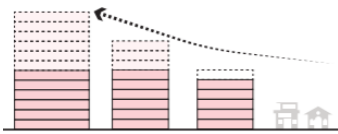
Plan strategically for long-term community needs

Make sure growth is supported by the right infrastructure as the population changes by planning for open space, facilities, pedestrian links, and local services, and by securing feasible public benefits alongside any extra density.



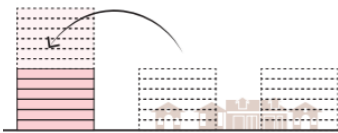
Safeguard the scenic protection area

Relocate dwelling yield from within the scenic protection area to places that are better suited to change to recognise and protect the natural and visual environment of Mosman and Sydney Harbour and reinforce the dominance of landscape over built form within the scenic protection area.



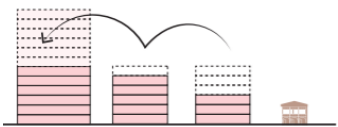
Provide a gradual height transition

Ensure building heights transition smoothly from areas of change to areas of limited or no change by concentrating additional height in the local centre and applying clear transition rules to soften the interface to HCAs and heritage items.



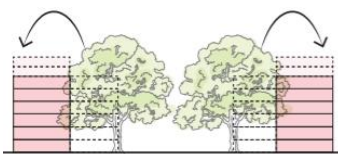
Protect heritage conservation areas

Relocate dwelling yield from heritage conservation areas to places that are better suited to change (e.g., near centres, along transit corridors) and can accommodate additional height with acceptable urban design outcomes.



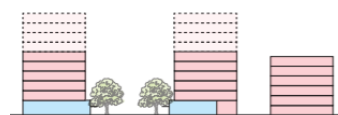
Minimise impact on heritage items

New buildings next to heritage items should fit in and protect what makes those items special. The masterplan will do this by developing built form controls to ensure new development doesn't overwhelm the heritage item or its setting.



Protect mature trees, especially street trees

Protect and enhance Mosman's leafy character by minimising loss of mature canopy trees including through building controls (such as larger front and side setbacks) and by excluding streets with heritage-listed trees.



Strengthen and include local centres

To focus renewal and extra growth in local centres, where services already exist and to boost business activity and mixed use, replace tired low-scale buildings with high-quality development, and require a strong design standard.

Key elements of the Masterplan outlined within the Urban Design Report (Attachment A) are to enable:

- Military Road/ Spit Road as the main growth corridor.
- Spit Junction as a gateway, with improvements that strengthen its role as the retail core of Mosman.
- Better connections between retail centres, open spaces and schools, using new through-site links, shared ways and more pedestrian-friendly streets.
- An expanded Village Green and new community infrastructure.
- New local parks and pocket parks in locations where development is likely to occur.

The Mosman Masterplan Built Form and Movement Frameworks are shown in Figures 7 and 8.

Figure 7: Mosman Masterplan Built Form Frameworks

Urban design framework

Built form framework

Objective

To deliver built form outcomes consistent with the diagram opposite, in accordance with the controls outlined within the built form framework, including:

- Storey height
- Street setbacks
- Street wall height
- Rear setback
- Heritage design guidelines
- Key sites (refer to implementation plan chapter)

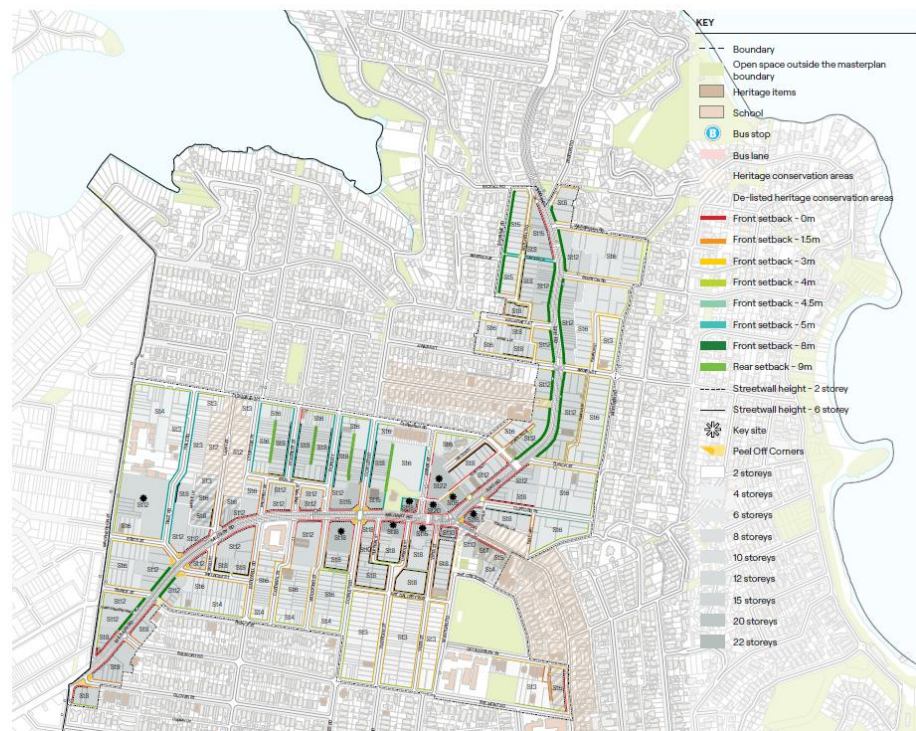


Figure 8: Mosman Masterplan Movement Frameworks

Urban design framework

Movement framework

Objective

To deliver active transport and vehicular movement outcomes consistent with the diagram opposite, in accordance with the controls outlined within the movement framework, including:

- Through site links approximate location and objective
- Green pedestrian links approximate locations and objective
- New vehicular streets and laneways
- Location of shared ways and pedestrian only zones
- Proposed pedestrian crossing
- Proposed new signalised crossing
- No vehicular access areas
- Proposed vehicular access points
- Public parking
- Road closures
- Road widening
- Speed limits
- Calm street cross sections and design
- Regional cycle link

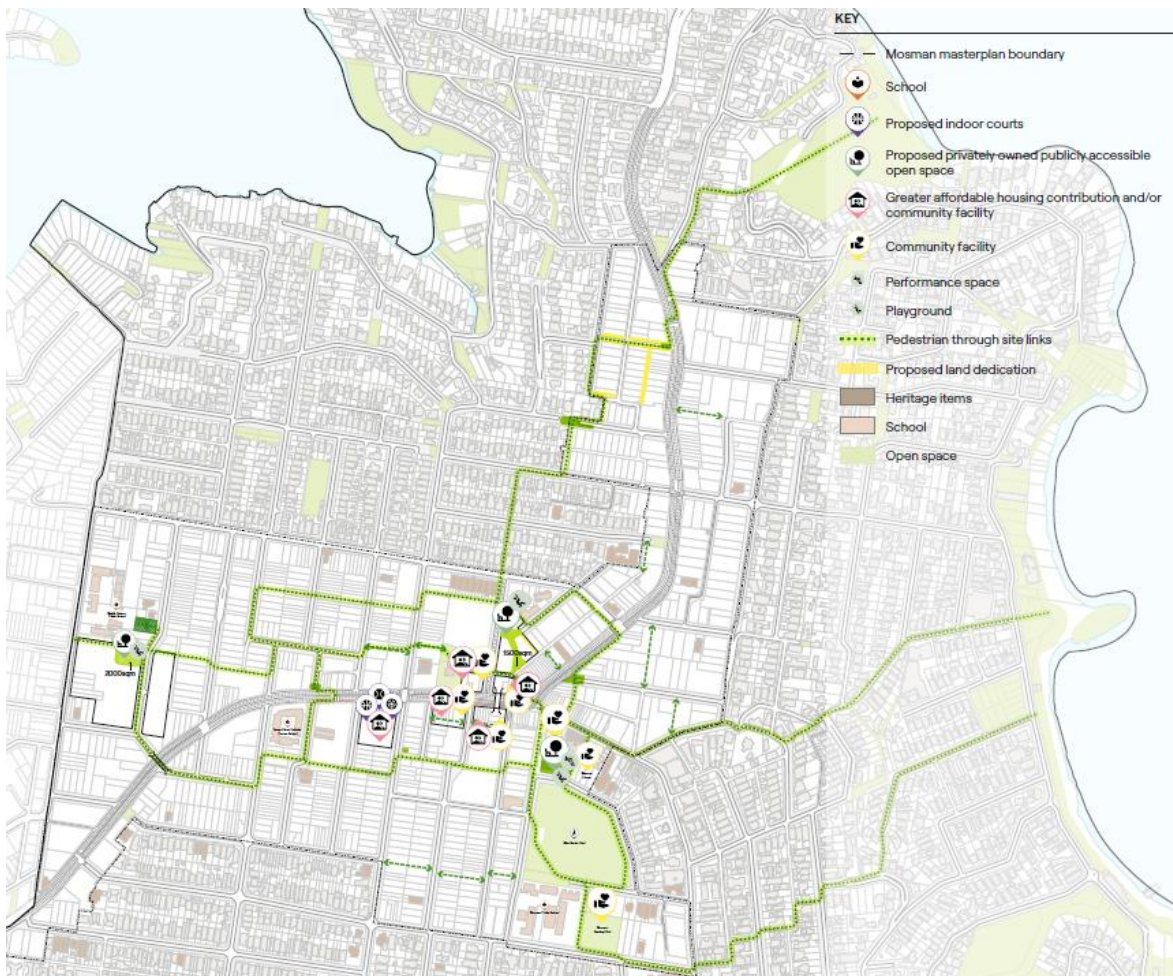


The Masterplan leverages local planning provisions applicable to key development sites to facilitate the provision of community infrastructure on-site in exchange for a planning incentive. Local incentive planning provisions are intended to facilitate the on-site provision of:

- Three indoor sports courts
- Six additional community facilities
- A 2,000sqm publicly accessible open space
- A 1,500sqm publicly accessible open space
- Pedestrian bridge over Military Road
- Publicly accessible through-site links increasing pedestrian accessibility and permeability along long blocks.

This community infrastructure is outlined in detail within the Community Infrastructure Delivery Strategy within the Urban Design Report (Attachment A) and Figure 9.

Figure 9: Community Infrastructure Delivery Strategy



Mosman Civic Precinct:

The Masterplan identifies that the Mosman Civic Precinct presents a once-in-a-generation opportunity to strengthen Mosman's civic heart through a connected mix of community, commercial and public spaces. Separate to the key sites planning mechanism, the Masterplan envisages a range of community facilities within the Mosman Civic Precinct including a new Library and Community Hub, an expanded Village Green, enhanced public spaces and improved connections between Mosman Square, Mosman Art Gallery and Allan Border Oval. The delivery of these facilities will be Council-led on Council-owned or dedicated land. Refer to Figures 10, 11 and 12 and Attachment A for further information in relation to the Civic Place Plan.

Figure 10: Draft Development Plan from Civic Place Plan

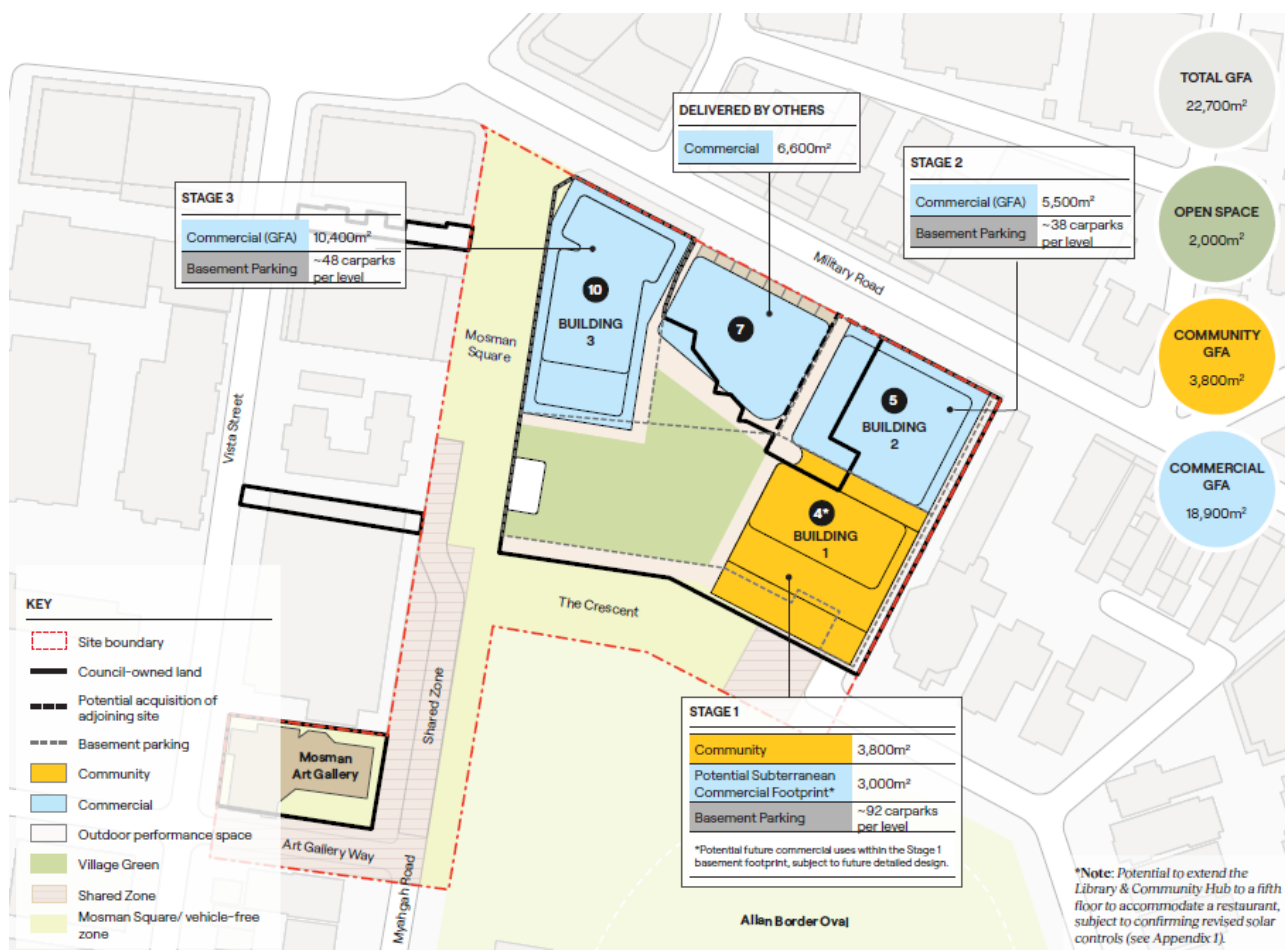


Figure 11: Outcomes and Precent Imagery

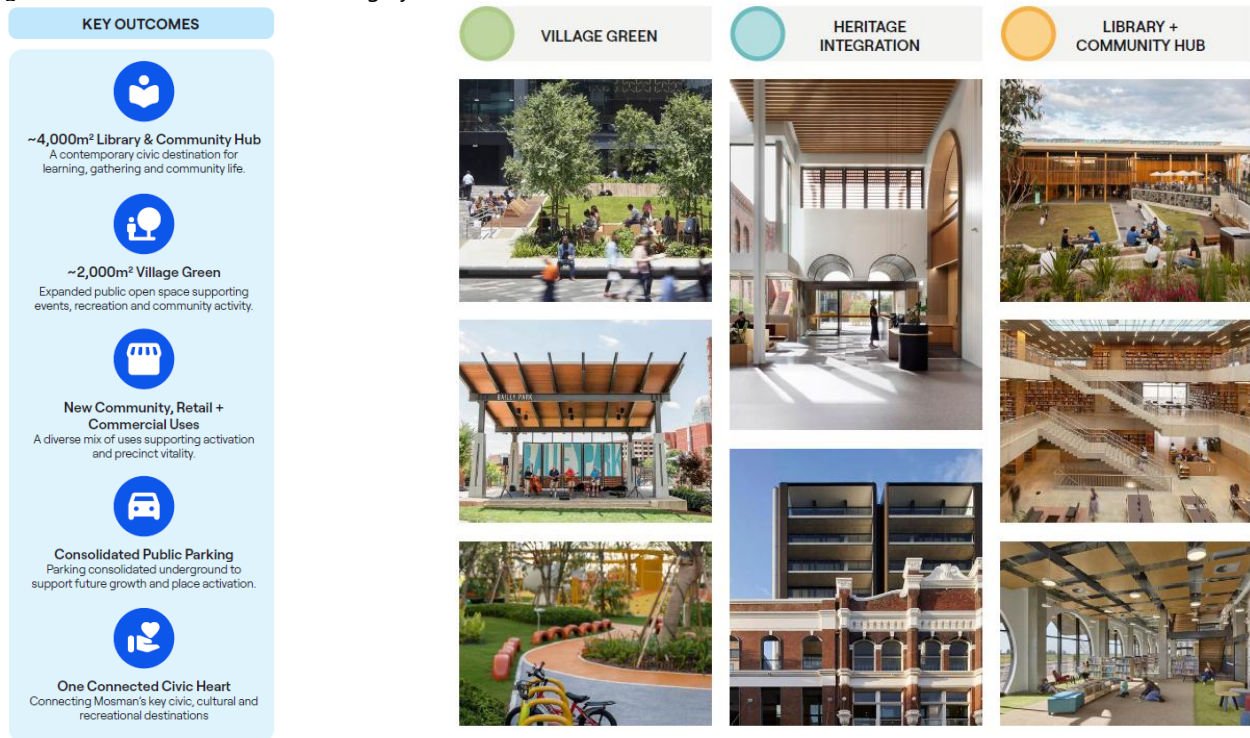


Figure 12: Indicative Visualisation



Heritage

The Mosman Masterplan Heritage Review (Attachment D) provides a heritage review of the Mosman Masterplan study area to inform strategic planning for future growth. It assesses the heritage context, reviews the condition and integrity of Heritage Items and Heritage Conservation Areas, evaluates the likely heritage implications of the Masterplan, and identifies measures to conserve heritage significance while accommodating planned housing uplift.

The Review finds that overall, the Masterplan represents a more heritage-responsive growth strategy than the alternative LMR Policy, as it concentrates greater change within already modified arterial and commercial corridors and reduces pressure on more intact residential and heritage sensitive areas. In assessing the Masterplan, most Heritage Items reviewed remain sufficiently intact to justify retention of their listings; however, some gradings and conservation area boundaries—particularly within the Lang Street and Military Road Heritage Conservation Areas (HCA's)—require further review to ensure alignment with current integrity, significance and contemporary assessment frameworks. With appropriate heritage controls, context-responsive built form, and detailed design guidance embedded in future planning controls, the Masterplan can support managed growth while maintaining Mosman's valued heritage character.

The Review provides a comprehensive analysis of the Lang Street and Military Road Heritage Conservation Areas and recommends that a cluster of properties be removed from these HCAs. Extracts from the Mosman Masterplan Heritage Review are outlined below.

Lang Street Heritage Conservation Area

The Review finds the following in relation to the Lang Street HCA:

In its entirety the Lang Street Heritage Conservation Area (HCA) does not demonstrate the qualities and attributes described in its Statement of Significance, specifically those relating to visual cohesiveness and intactness.

Given the poor level of intactness and cohesiveness at the southern end of Lang Street, together with its interface with the Military Road corridor, it is recommended that 1-19A and 2 Lang Street and 522-524 Military Road, Mosman, be removed from the Lang Street HCA (C6) as per the diagram in Figure 87. These properties no longer make a meaningful contribution to the established heritage character or significance of the HCA

While it is acknowledged that reducing the extent of the HCA would alter its current curtilage, the exclusion of these properties presents an opportunity to facilitate more considered and contextually appropriate design responses at this key transition point. Removal of this section from the HCA would also provide greater flexibility to achieve an appropriate graduation of built form and development heights between the higher-intensity Military Road corridor and the lower-scale Lang Street heritage precinct.

Importantly, the heritage significance of the remaining HCA would continue to be protected. Any future redevelopment of land adjoining the conservation area would remain subject to heritage impact assessment and would be required to demonstrate an appropriate response to the significance and setting of the HCA. Furthermore, it is unlikely that redevelopment would adversely affect the mature street trees and landscaped verges that contribute to the character of Lang Street, as these elements are located within a Council-owned road reserve and are therefore outside any future development site boundaries.

In terms of the management of future development, the Mosman Masterplan Heritage Review finds that as a relatively cohesive streetscape (northern end), the HCA is vulnerable to visual impacts from adjacent development and accordingly specific requirements for development adjoining the Lang Street HCA are outlined in the Mosman Masterplan Heritage Design Guidelines.

Military Road Heritage Conservation Area

The Review finds the following in relation to the Military Road Heritage Conservation Area:

The northern portion of Military Road HCA (C7) reviewed as part of this study exhibits varying levels of integrity and intactness, and its contribution to the significance of the HCA is comparatively weaker than more intact sections of Military Road. In particular, the heritage values associated with Spit Junction have been substantially eroded through extensive redevelopment, alterations to historic buildings, and the introduction of intrusive built form. As a result, the northern portion of the HCA displays a diluted heritage character and no longer functions as a positive or legible gateway to the conservation area.

More broadly, the prevalence of neutral and detracting buildings amongst contributory elements has diminished the overall coherence of the HCA where it intersects with the Spit Junction, resulting in a fragmented urban form. This fragmentation reduces the ability of the conservation area to communicate a clear and legible heritage character and to effectively demonstrate the historical evolution of the locality.

It is also relevant that the Statement of Significance identifies architectural diversity as a defining characteristic of the Military Road HCA. The conservation area is described as a 'marvellous microcosm' of Mosman's development and expressly acknowledges the contribution that well-designed buildings from different periods can make to the character of the street. The Statement of Significance further notes that the successful integration of later buildings demonstrates that good design is an ageless quality. Accordingly, the significance of the HCA is not derived solely from the retention of historic fabric, but also from the capacity of Military Road to evolve through the introduction of high-quality architecture that responds appropriately to its context.

Given the diminished integrity and legibility of the northern portion of the HCA, there is an opportunity to facilitate more considered and architecturally ambitious development outcomes within this area. Directing growth and renewal towards locations where heritage

values have already been substantially compromised would be consistent with the pattern of change evident along Military Road, while reducing development pressure on heritage items and the more intact sections of the conservation area. Such an approach would support the delivery of contemporary development of a high design standard, consistent with the qualities recognised in the Statement of Significance, whilst concentrating heritage conservation efforts on those areas that most clearly demonstrate the significance, character and historic evolution of the HCA.

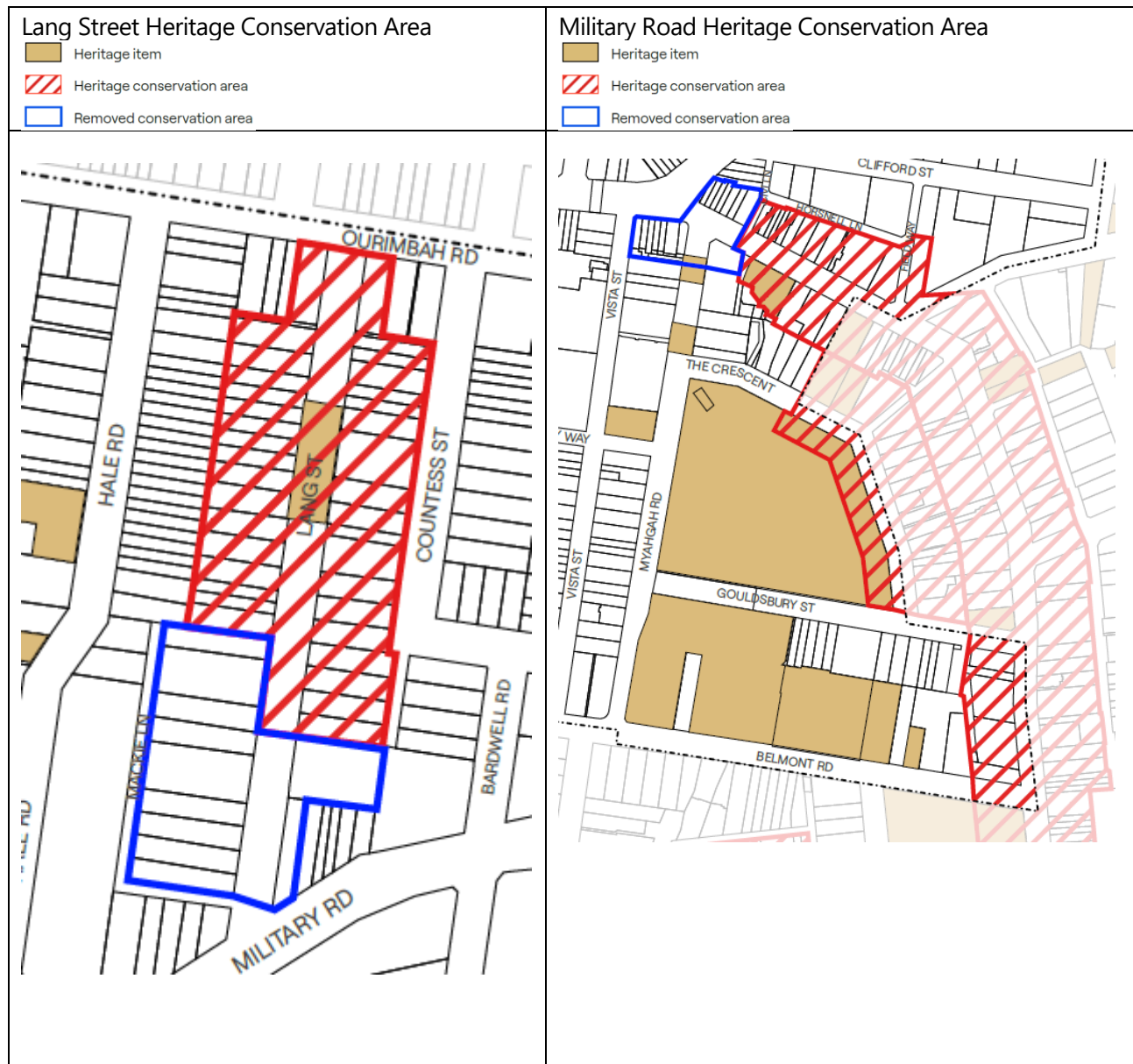
A more appropriate approach may therefore involve revising the HCA boundary to exclude the northern portion of the streetscape that exhibits low integrity and limited heritage value. This would better align heritage management outcomes with the objectives of the Masterplan by directing change to areas with the greatest capacity for redevelopment while retaining stronger protection for individual heritage items and the more intact sections of the conservation area.

Importantly, the removal of this portion from the HCA would not diminish the protection afforded to nearby heritage assets. Heritage Impact Assessments would continue to form part of the standard development assessment process where relevant, ensuring that the significance and setting of heritage items and adjoining conservation areas are appropriately considered in future development proposals.

Accordingly, it is recommended that the Mosman Local Environmental Plan (LEP) be amended to remove the northern portion of the Military Road HCA in accordance with the diagram below

The areas to be removed from the Lang Street and Military Road Heritage Conservation Areas are depicted in Figure 13.

Figure 13: Areas to be removed from the Lang Street and Military Road Heritage Conservation Areas



Amendments to Mosman Masterplan

The Mosman Masterplan Heritage Review recommends the Mosman Development Control Plan (DCP) be amended to incorporate heritage design guidelines to effectively manage future growth following adoption of the Masterplan. It is intended the Heritage Design Guidelines will be incorporated into the forthcoming DCP over the coming months.

Infrastructure

Unlike the LMR, the planning proposal will facilitate the delivery of critical infrastructure to support future population growth.

The Infrastructure Summary Report (Attachment E) provides an overview of an analysis and research undertaken to identify existing infrastructure gaps and future needs of the community resulting from the expected additional 4,700 dwellings to be delivered within Mosman. The analysis shows that the existing population in Mosman is reasonably well serviced by infrastructure. However, significant population growth expected from the LMR and other housing initiatives will place additional strain on existing infrastructure and additional community infrastructure will be required to service the future population.

The Infrastructure Summary Report identifies that expected growth in Mosman and the broader region will place increasing pressure on its already constrained transport network, and council is limited in its ability to address challenges associated with regional road corridors and public transport options. It recommends that Council focus on increasing pedestrian permeability and priority through the LGA, establishing a regional cycling route from the Spit Bridge through the LGA to North Sydney, reducing vehicle speeds where appropriate, improving public transport amenity, reducing off-street parking provision for new high-density development, alongside advocating the state government to improve bus service frequency and reliability and to explore new road connections including new east-west strategic transport links, additional Harbour crossing capacity, and upgrades to strategic interchanges.

Further, the Transport Study (Attachment C) makes a large number of recommendations for transport infrastructure improvements across the Mosman's transport network to service the future population alongside advocating the state government for infrastructure improvements outside of council's control.

The Community Infrastructure Needs Assessment (CINA) within Attachment E has informed the preparation of the planning proposal. Following an audit of existing assets, spatial accessibility of each asset type, and benchmarking to identify future demand, the CINA identifies the community infrastructure Mosman's future population will require. The findings of the CINA have been used as an input to the Masterplan and a new 7.12 local Contributions Plan. A new key sites provision in the MLEP is designed to facilitate the delivery of some of the required community infrastructure.

The Infrastructure Summary Report also identifies consultation that has occurred with utility and agencies. The purpose of this consultation was to discuss the forecast growth within Mosman LGA and how this was likely to impact existing utility and agency infrastructure, noting it has been agreed with the state that the overall housing capacity delivered through the Masterplan must be equivalent to that already enabled under the Low and Mid-Rise Housing Policy.

The delivery of local infrastructure to support future growth is highlighted in Attachment F, Draft Infrastructure Contributions Plan.

Affordable Housing

Unlike the LMR, the planning proposal will facilitate the provision of affordable housing in perpetuity through LEP amendments and a new affordable housing approach.

A separate planning proposal that seeks to deliver affordable housing in perpetuity through the implementation of an affordable housing contribution scheme has been prepared and seeks to be submitted to the Department concurrently with this planning proposal. The scheme will apply across the local government area and include the Masterplan area. The draft Scheme includes a 3% contribution rate for developments under Part 4 of the LMR Policy and 2% elsewhere in the LGA.

In addition to this, the Feasibility Analysis (Attachment G) has determined a number of sites where the additional development capacity provided within the Masterplan area is accompanied by a commensurate affordable housing contribution, with affordable housing contribution rates ranging up to 10%.

This planning proposal includes amendments to MLEP to effect these contribution rates via a Key Sites clause and map and a new Affordable Housing Map. The Masterplan will therefore facilitate the delivery of affordable housing units in perpetuity that would not otherwise be delivered.

Part 1: Objectives and Intended Outcomes

The objectives of this planning proposal are to enable the Masterplan and:

- Provide a feasible 30-year plan for the delivery of housing capacity for Mosman LGA
- Redistribute the additional housing capacity under the LMR and provide sufficient feasible development capacity to meet current and future housing targets
- Enable mechanisms for the delivery of affordable housing in the LGA in perpetuity via a variety of mechanisms
- Deliver diverse housing choices while supporting the creation of a well-connected, liveable community through the coordinated delivery of community infrastructure to support the future population growth
- Avoid poor planning outcomes by ensuring development is supported by adequate infrastructure, protects local character, heritage and the environment, and reduces the risk of unintended and unforeseen consequences through a coordinated and strategic planning approach
- Introduce a new Section 7.12 Local Infrastructure Contributions Plan for Mosman
- Strive for a 40% canopy target, reducing urban heat, to provide a comfortable local environment
- Amend State Environmental Planning Policy (Housing) 2021 to provide local refinements in accordance with the Mosman Masterplan
- Amend Mosman Local Environmental Plan 2012 (MLEP) to implement the Mosman Masterplan.

The intended outcome is a statutory framework that aligns with the Masterplan Vision and Principles.

Masterplan Vision (taken from *the MOSPLAN Community Strategic Plan 2025-2035*):

*A vibrant, inclusive harbourside village where community and heritage are valued
and where residents feel safe and connected.*

Part 2: Explanation of Provisions

The objectives and intended outcomes of this planning proposal will be achieved by local refinement to *State Environmental Planning Policy (Housing) 2021* and amendment to the *Mosman Local Environmental Plan 2012*, as detailed below.

2.1 State Environmental Planning Policy (Housing) 2021

This planning proposal seeks to locally refine the application of Parts 3 and 4 of Chapter 6 Low and mid rise housing of *State Environmental Planning Policy (Housing) 2021* (SEPP Housing).

These amendments will limit the extent to which the LMR policy applies outside the Masterplan area, with the exception of the provisions relating to dual occupancies and semi-detached dwellings, contained in Part 2 of Chapter 6, which will continue to apply across the LGA.

A further amendment is required for certain land within and adjoining the Lang Street HCA, and for sites adjoining the Military Road HCA along Belmont Road and Gouldsbury Street. While these sites fall within the Masterplan area, they are excluded from the application of the LMR policy to protect the heritage significance of the conservation areas and adjoining heritage items.

The remaining land within the Masterplan area will continue to provide planning controls that are equivalent to or greater than those available under the LMR policy. All other land within the Masterplan areas have height and FSR controls greater than or equivalent to LMR.

2.2 Mosman Local Environmental Plan 2012

The implementation of the Mosman Masterplan will require amendments to the Mosman Local Environmental Plan 2012 as outlined below.

2.2.1 Land use zones

The existing land use zones within the Mosman Masterplan boundary will be amended as illustrated in the Land Use Zoning Map at Map 9.1 (Figure 14) and summarised below:

- Rezone some areas of R2 Low Density Residential land within the Masterplan area to R3 Medium Density Residential to reflect the proposed increase in development density and scale proposed under the Masterplan.
- Introduce a R4 High Density Residential zone for those residential areas within the Masterplan area where increased height and FSR controls above those identified for the R3 Medium Density Residential zone apply. This includes sites with height and FSR controls that result in development scale in excess of 8 storeys. The R4 zoned land adjoins the E1 Local Centre zone or Spit and Military Roads. Dwelling houses will be a prohibited use within the R4 zone.
- Extend the E1 Local Centre zone along Military and Spit Roads by rezoning land within the E3 Productivity Support zone and certain R3 zoned land to E1 Local Centre.
- Extend the E1 Local Centre on the northern side of Military Road, Bond Street to Earl Street.
- Rezone various SP2 Infrastructure zoned land:
 - 28 Wudgong Street: Rezone from SP2 Infrastructure – Place of Public Worship to E1 Local Centre.
 - 18A Melrose Place, 9 Belmont Road, 32 Gouldsbury Street and 4 Heydon Street: Rezone from SP2 Infrastructure – Place of Public Worship to R3 Medium Density.
 - 37 Harbour Street: Rezone from SP2 Infrastructure Electricity Generation Works to R4 High Density Residential
 - 79-85 Cowles Road: Rezone from SP2 Infrastructure Depot to E1 Local Centre
- Rezone part of the Stanton Lane corridor from R3 Medium Density to RE1 Public Recreation.

This will require the following amendments to the MLEP 2012:

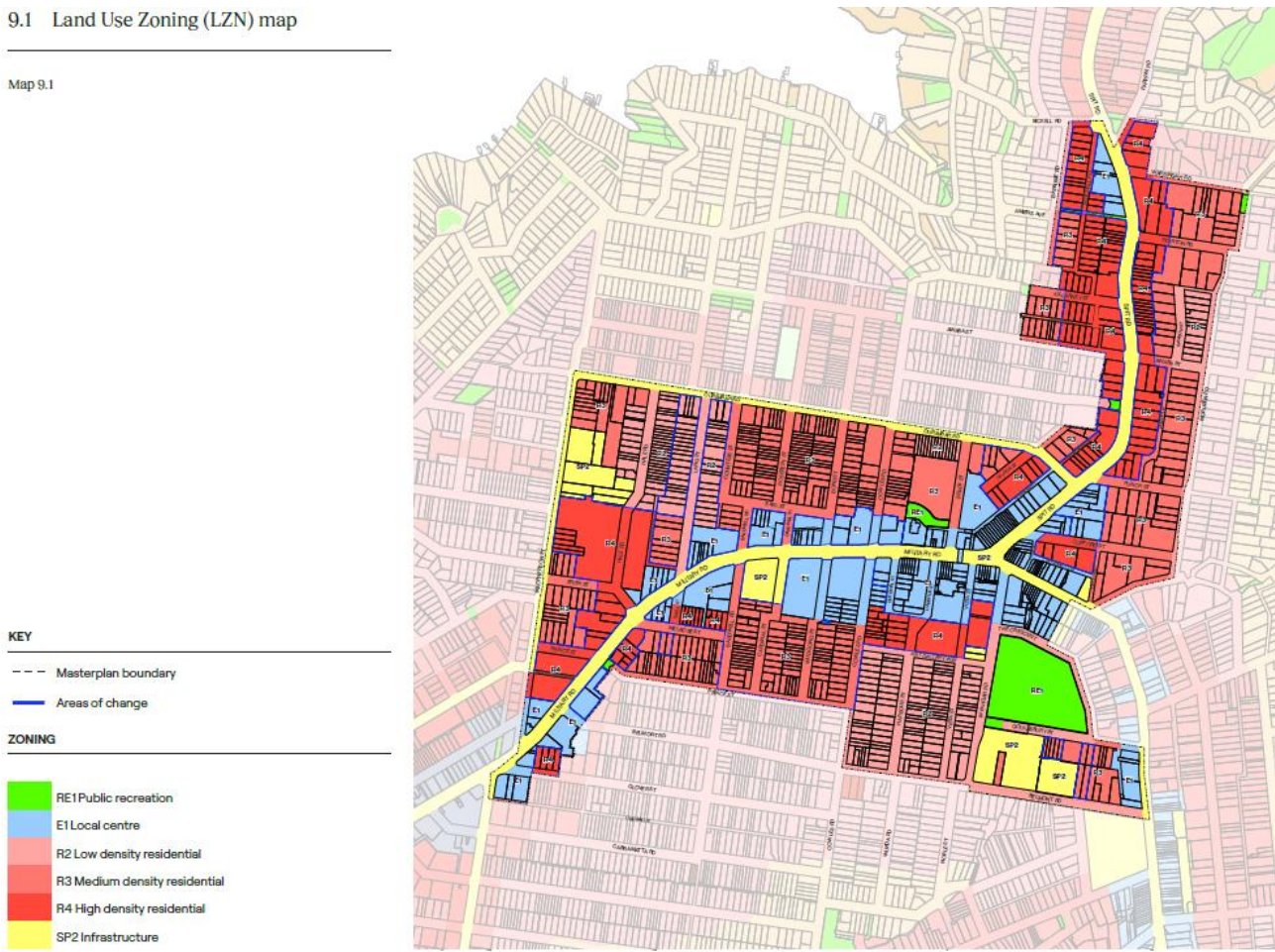
- Amend the zoning of land as identified on the Land Use Zoning Map at Map 9.1
- Insert 'R4 High Density Residential' under 'Residential Zones' within Cl 2.1 Land use zones and into Land Use Table including zone objectives, permitted without consent, permitted consent and prohibited land uses.
- Remove 'Zone E3 Productivity Support' from the Land Use Table as the land is not considered to be locally significant industrial lands as per the draft Statewide Policy for Industrial Lands.
- In the E1 Local Centre land uses table, remove 'dual occupancies', 'multi dwelling housing', 'dwelling houses' and 'semi-detached dwellings' from '3 Permitted with consent' consistent with the density of residential accommodation envisaged within the E1 zone under the Masterplan.

- Amend objectives of the E1 Local Centre Zone to better align with the Masterplan intent.

Figure 14: Proposed land use zoning map

9.1 Land Use Zoning (LZN) map

Map 9.1



2.2.2 Building height

The building heights within the Masterplan boundary will be amended as illustrated in the Height of Buildings Map at Map 9.2 (Figure 15) to align with the increased density and scale of development envisaged under the Masterplan. Key amendments to the building heights within the Masterplan area are summarised below:

- Heights on land within the R3 Medium Density zone have increased to 17.5, 22m and 28.5 to ensure the height of future development is equivalent to or greater than that permitted under LMR. The exception is:
 - Certain land within and adjoining the Lang Street HCA;
 - Sites adjoining the southern portion of the Military Road HCA along Belmont Road and Gouldsbury Street, which are surrounded by heritage items

- Heights have been increased on land within the E1 Local Centre and R4 High Density zone along Military Road and Spit Road to align with the increase density envisaged along this corridor. Significant sites within the centre which are concentrated around the Military/Spit Road Junction are identified as key sites. For these sites increased height can only be realised with the provision of public benefits (refer to discussion of Key Sites below).
- Heights within the R2 Low Density zone have increased to 9.5m to align with LMR.

This will require the following amendments to the MLEP 2012:

- Amend the height controls applying to land as identified on the Height of Buildings Map at Map 9.2
- Amend the objectives of the Height of building standards contained in Clause 4.3(1) to better align with Masterplan, including inserting a reference to the R4 High Density Residential and deleting reference to the E3 Productivity Support zone.
- Insert sub-clause (3) within Cl 4.3 Height of buildings to exclude structures associated with green roofs or communal open space. The clause allows access (lift overruns, stairs) and shade/shelter structures associated with roof-top gardens and communal open space to be excluded from the calculation of building height. The clause will not apply to heritage items or existing dwellings in HCAs.

Figure 15: Proposed height of buildings map

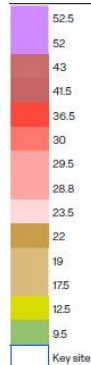
9.2 Height of buildings (HOB) map

Map 9.2

KEY

— Masterplan boundary

HOB (M)



2.2.3 Floor space ratio (FSR)

The FSR within the Masterplan boundary will be amended as illustrated in the Floor Space Ratio Map at Map 9.3 (Figure 16) to align with the increased density and scale of development envisaged under the Masterplan. Key amendments to the FSR controls within the Masterplan area are summarised below:

- The FSR within the R3 Medium Density zone has increased to a minimum of 2.2:1 to ensure the FSR of future development is equivalent to or greater than that permitted under LMR. The exception is:
 - Certain land within and adjoining the Lang Street HCA;
 - Sites adjoining the southern portion of the Military Road HCA along Belmont Road and Gouldsbury Street, which are surrounded by heritage items.
- FSRs have been increased on land within the E1 Local Centre and R4 High Density zone along Military Road and Spit Road to align with the increase density envisaged along this corridor. Significant sites within the centre which are concentrated around the Military/Spit Road Junction are identified as key sites. For these sites increased FSR can only be realised with the provision of public benefits (refer to discussion of Key Sites below).
- FSR within the R2 Low Density zone have increased to 0.8:1 to align with LMR.

This will require the following amendments to the MLEP 2012:

- Amend the FSR controls applying to land as identified on the Floor Space Ratio Map at Map 9.3
- Amend the objectives of the FSR of building standards contained in Clause 4.4(1) to better align with Masterplan, including inserting a reference to the R4 High Density Residential and deleting reference to the E3 Productivity Support zone.
- Amend the application of Cl 4.4A to exclude land within the Masterplan area zoned R2 Low Density Residential. Clause 4.4A currently prescribes a maximum FSR of 0.5:1 for R2 zoned land with a site area less than or equal to 700m² and 0.4:1 for the part of the site exceeding 700m².
- Delete Cl 4.4B which provides for additional uplift on sites within Spit Junction as this is superseded by the proposed amendments to FSR under the Masterplan.

Figure 16: Proposed floor space ratio (FSR) map

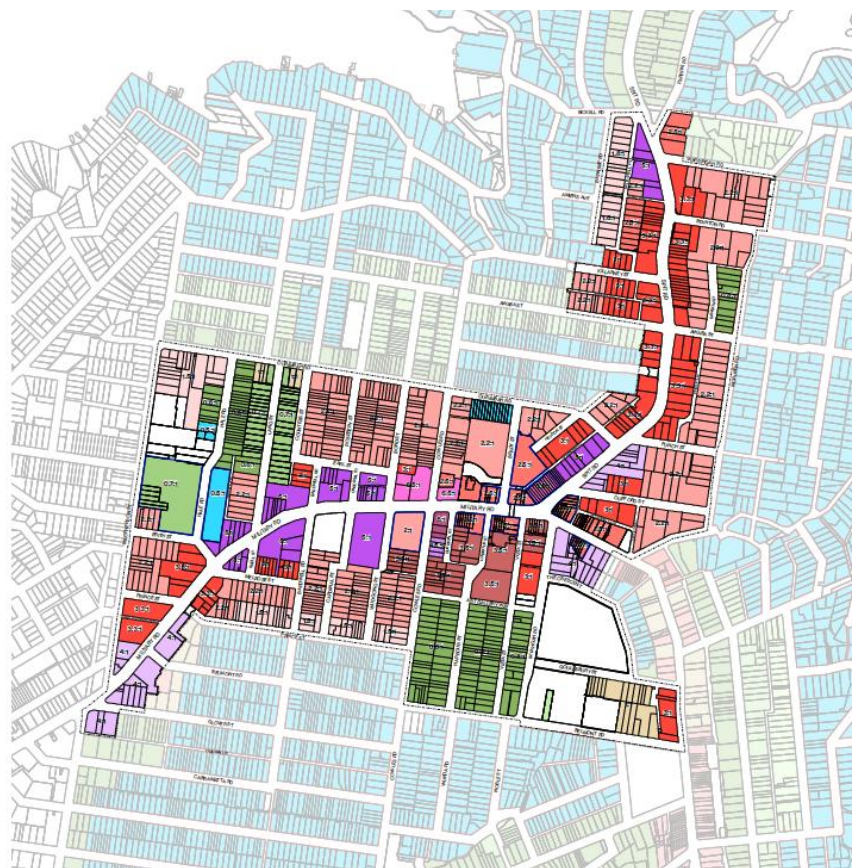
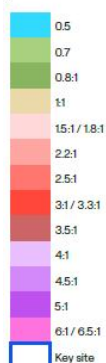
9.3 Floor Space Ratio (FSR) map

Map 9.3

KEY

Masterplan boundary

FSR (1)



2.2.4 Height and floor space ratio for certain development

To avoid semi-detached dwellings, dual occupancies and multi dwelling housing being developed to maximum heights and FSR that are intended for medium to higher density forms of development, it is proposed that the height and FSR for these types of residential accommodation within the Masterplan area be limited to the corresponding height and FSRs applying under the LMR provisions, contained within Part 2 Dual occupancies and semi-detached dwellings and Part 3 Attached dwellings, multi dwelling housing and multi dwelling housing (terraces) of Chapter 6 of the Housing SEPP.

Similarly, to prevent the increased development capacity proposed under the Masterplan from resulting in dwelling houses of an inappropriate bulk and scale, the maximum building height and FSR for dwelling houses within the R2 Low Density Residential and R3 Medium Density Residential zones will be restricted as follows:

- R2 Zone: building height of 8.5m and FSR of 0.5:1.
- R3 Zone: building height of 8.5m and FSR of 0.7:1

A similar requirement is not necessary for the R4 High Density Residential zone, as development for the purposes of a dwelling house will be prohibited in the zone.

This will require the following amendments to the Mosman LEP 2012:

- Insert clauses into Part 4 to limit heights and FSRs within the Masterplan area as follows:
 - Dual occupancies within all residential zones within the Masterplan area: height 9.5m and FSR 0.65:1
 - Multi dwelling housing within all residential zones within the Masterplan area: height 9.5m and FSR 0.7:1
 - Dwelling houses within the R2 zone: height 8.5m and FSR 0.5:1
 - Dwelling houses within the R3 zone: height 8.5m and FSR 0.7:1

2.2.5 Key sites

The Masterplan identifies key sites where significant increases in building height and floor space ratio (FSR) are proposed in return for the delivery of public benefits, including public open space, potential community facilities, through-site links, pedestrian connections and additional affordable housing.

The proposed height and FSR have been calibrated to provide a meaningful planning incentive that supports the delivery of these public benefits while maintaining redevelopment feasibility. These sites are shown on the Key Sites Map at Map 9.4 (Figure 17) and summarised below, together with the proposed planning controls and associated public benefit requirements. Some key sites are also subject to minimum site area requirements to facilitate the orderly development of land, including the provision of appropriate vehicle access.

Table 1: List of Key Sites identified in the Mosman Masterplan

Site	Address	Public Benefit
Site A	The Manors of Mosman, 6 Hale Road	• 2,000m² of publicly accessible open space, and • A through site link • Building height 43m, FSR 3.2:1
Site B	634 and 640 Military Road	• A through site link, and • Community facility (1000m² warm shell) plus parking at 1 car space /20m² OR 5% affordable housing • Building height 62m, FSR 6:1
Site C	1-3 Brady Street, to 2-6 Spit Road	• Pedestrian bridge, and • A through site link, and • Minimum non-residential FSR of 1:1, and • 5% affordable housing, and

Site	Address	Public Benefit
		- Community facility (1000m² warm shell) plus parking at 1 car space /20m² OR additional 5% affordable housing - Building height 67.5m, FSR 8:1
Site D	515-529 Military Road	- A through site link, and - Community facility (1500m² warm shell) plus parking at 1 car space /20m² OR 5% affordable housing - Building height 62m, FSR 8:1
Site E	537-555 Military Road	- Pedestrian bridge, and - A through site link, and - Minimum non-residential FSR of 1:1, and - Community facility (1,500m² warm shell) plus parking at 1 car space /20m² OR 6% affordable housing - Building height 52.5m, FSR 6.5:1
Site F	1-3 Brady Street	1,500m² of publicly accessible open space, and - Minimum 1:1 non-residential FSR, and 267 public car parking spaces - Building height 73.5m, FSR 7:1
Site G	8 – 28 Spit Road	- A minimum site area of 2,462m², and 3% affordable housing, and - Community facility (1,700m² warm shell) OR 5% additional affordable housing - Building height 52m, FSR 7:1
Site H	3, 3A, 5 Spit Road and 668-678 Military Road	- A minimum site area of 1,999m², and 3% affordable housing - Community facility (1,400m² warm shell) OR additional 5% affordable housing - Building height 62m, FSR 8:1
Site I	581-593 Spit Road	- A minimum site area of 1,129m² - Building height 30m, FSR 5:1
Site J	501 Military Road	3 indoor sports courts, and 2% Affordable housing - Building height 62m, FSR 5:1

The realisation of the increased height and FSR can only occur with the delivery of the identified public benefits, and where relevant, achievement of the minimum site area. For this reason, the existing heights and FSR applying to these sites will be maintained on the Height of Building Map and Floor Space Ratio Map.

For sites required to provide a through-site link, the link is to have a minimum width of 3 metres and be open to the sky (i.e. not enclosed or covered).

The provision of the public benefits for developments will be undertaken in accordance with the forthcoming Mosman Planning Agreements Policy.

This will require the following amendments to the MLEP 2012:

- Insert a Key Sites Map as indicated in Map 9.4.
- Insert a Key Site clause within Part 6 – Additional Local Provisions identifying the maximum height and FSR that is available to the key sites, subject to the provision of the identified public benefit and where relevant, a minimum site area. A definition of through-site link will be included, specifying the applicable spatial the requirements (i.e minimum of 3m wide, open to sky).

Figure 17: Proposed key sites map

9.4 Key sites

Map 9.4

Address	Public benefit	Minimum site area	HOB(m)	FSR
A The Manors of Mosman, 6 Hale Rd	2,000 m² of publicly accessible open space, and - Through site link		43	3.2:1
B 634, 636, 638, 640, 646, Military Rd	- Through site link, and - Community facility (1,000 sqm warm shell) - parking at 1/20sqm OR 5% Affordable housing		62	6:1
C 1-3 Brady Street, to 2-6 Spit Road	- Pedestrian bridge and, - Through site link and, 1:1 Minimum non residential FSR, and 5% affordable housing, and - Community facility (1,000 sqm warm shell) - parking at 1/20sqm OR additional 5% affordable housing		67.5	8:1
D 515, 517, 519, 521, 523, 525, 527, 529 Military Rd	- Through site link, and - Community facility (1,500 sqm warm shell) - parking at 1/20sqm OR 5% affordable housing		62	8:1
E 537-555 Military Rd	- Pedestrian bridge, and - Minimum 1:1 non residential FSR, and - Through site link, and - Community facility (1,500 sqm warm shell) - parking at 1/20sqm OR 6% affordable housing		52.5	6.5:1
F 1-3 Brady St	1,500 m² of publicly accessible open space, and - Minimum 1:1 non residential FSR, and 267 public car parking spaces		73.5	7:1
G 8,10, 12, 14, 16, 18, 20, 22, 24, 26 28 Spit Rd	3% affordable housing, and - Community facility (1,700 sqm warm shell) - parking at 1/20sqm OR additional 5% affordable housing	2,462 m ² minimum site area	52	7:1
H 3,3a,5 Spit Rd 608,670, 672, 674,676,678 Military Rd	3% affordable housing, and - Community facility (1,400 sqm warm shell) - parking at 1/20sqm OR additional 5% affordable housing	1,989 m ² minimum site area	62	8:1
I 581, 583, 585,587, 589, 591,593 Military Rd		1,129 m ² minimum site area	30	5.5
J 501 Military Road	3 indoor courts and 2% affordable housing		62	5:1



2.2.6 Heritage Conservation Areas

The boundaries of existing Heritage Conservation Areas (HCA) will be amended as illustrated in the Heritage Map at Map 9.5 (Figure 18) and summarised below:

- Adjust the boundary of the C6 Lang Street Heritage Conservation Area to exclude properties at the southern end, being 1-19A and 2 Lang Street and 522-524 Military Road
- Adjust the boundary of the C7 Military Road Heritage Conservation Area to exclude properties at the Military Road / Spit Road junction, being 557-573 and 668-678 Military Road.

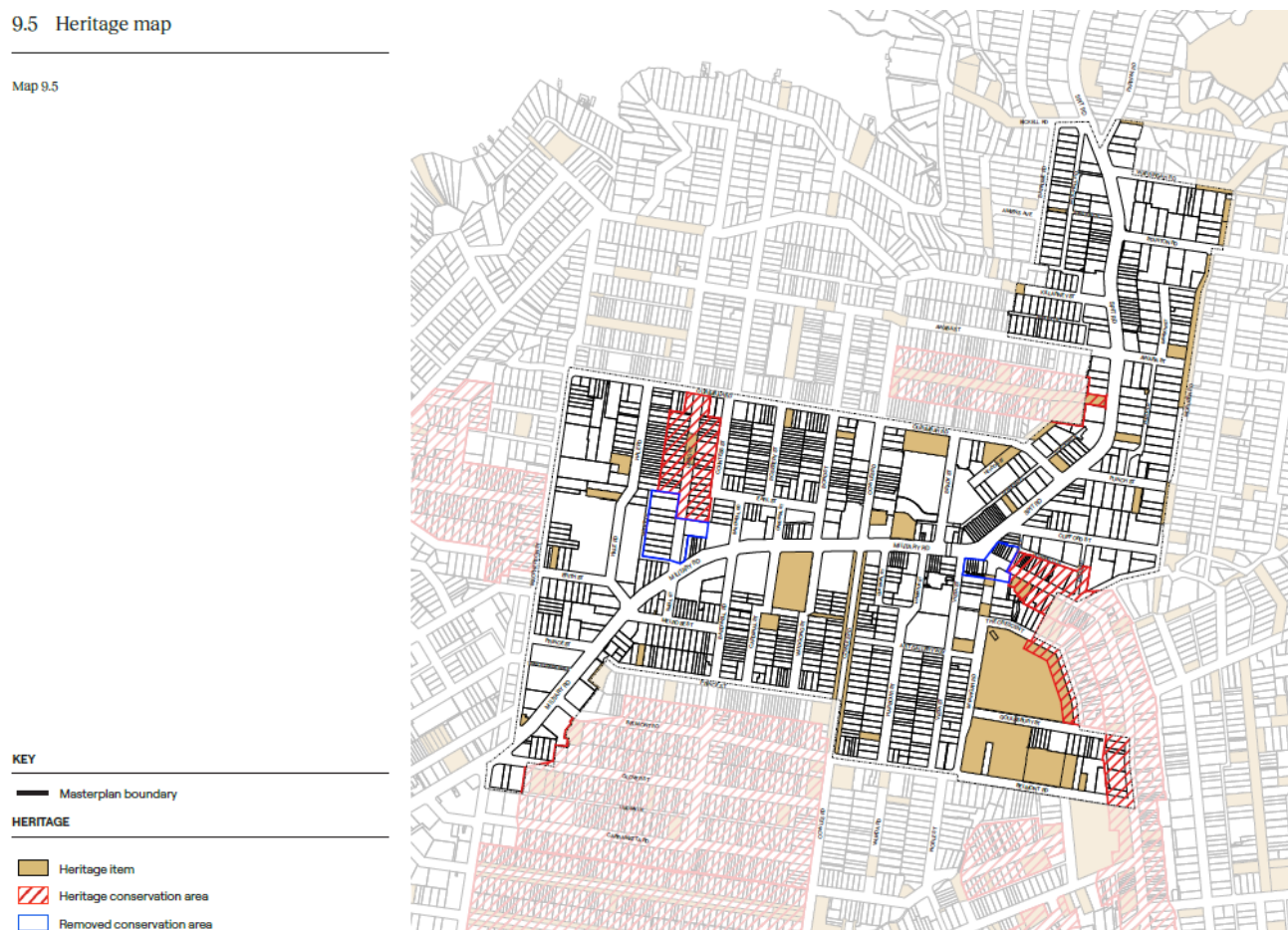
This will require the following amendment to the MLEP 2012:

- Amend the boundaries of the HCAs as identified on the Heritage Map at Map 9.5.

Figure 18: Proposed heritage map

9.5 Heritage map

Map 9.5



2.2.7 Landscaped area

Clause 6.6 specifies minimum landscaped area requirements for development within the residential zones.

This will need to be amended to reflect the introduction of the R4 High Density Residential zone. This will require the following amendment to the MLEP 2012:

- Amend Clause 6.6(2) to refer to the new R4 High Density Zone.

2.2.8 Affordable housing

The Masterplan ensures that the additional development capacity provided within the Masterplan area is accompanied by a commensurate affordable housing contribution. These contributions are specific to the Masterplan area and operate separately from the affordable housing contribution framework applying elsewhere within the LGA.

As illustrated on the Affordable Housing Map at Map 9.7 (Figure 19), affordable housing contribution rates within the

Masterplan area range from 2% to 10%. As outlined above, affordable housing contributions for key sites, where identified, is additional to affordable housing contributions under this clause.

This will require the following amendments to the MLEP 2012:

- Insert an Affordable Housing Map identifying land where affordable housing is required and the percentage of contribution as indicated on Map 9.7.
- Insert an affordable housing clause within Part 6 Additional local provisions that establishes objectives, requirements and potential exemptions for affordable housing contributions. This will refer to the Mosman Affordable Housing Contributions Scheme.

Figure 19: Proposed affordable housing map

9.7 Affordable housing map

Map 9.7

KEY

— Masterplan boundary

AFFORDABLE HOUSING CONTRIBUTION RATE

- 3%
- 4%
- 5%
- 6%
- 10%



2.2.9 Dwelling Retention

To minimise the loss of existing housing stock and support greater housing diversity within the LGA, a new clause will be introduced to limit the net loss of dwellings arising from the redevelopment of existing residential accommodation containing three or more dwellings. The clause will limit the loss of existing dwellings to one dwelling or 15% of the existing number of dwellings, whichever is greater.

This clause will apply to existing residential flat buildings and shop-top housing and other mixed use developments, containing three or more dwellings. The clause will apply to all zones within the LGA. It will not apply to the conversion of existing residential floor area to non-residential floor area.

This will require the following amendments to the Mosman MLEP 2012:

- Insert a dwelling retention clause within Part 6 Additional local provisions that establishes objectives and requirements for dwelling retention.

2.2.10 Design excellence

The current LMR framework and the proposed Masterplan facilitate development at a greater scale and density than envisaged under the MLEP 2012. To ensure this increased development responds appropriately to Mosman's existing character while contributing positively to its evolving character, it is proposed to introduce a design excellence clause into the MLEP. The clause will establish objectives and assessment criteria for achieving design excellence and require development exceeding four storeys to be reviewed by a Design Excellence Panel.

This will require the following amendments to the Mosman MLEP 2012:

- Insert a design excellence clause within Part 6 Additional local provisions that establishes objectives, design excellence considerations and requirement for development over four storeys to be reviewed by a design panel.

2.2.11 Active frontages

The Mosman Masterplan introduces active frontages along the Military Road and Spit Road within the E1 Local Centre zone to maximise commercial uses at ground level as illustrated in the Active Frontages Map at Map 9.6 (Figure 20). To ensure a consistent approach across the LGA, the active frontages will also apply to certain E1 Local Centre zoned land outside the Masterplan boundary.

This will require the following amendments to the MLEP 2012:

- Insert an Active Frontage Map identifying land where active frontages apply as indicated on Map 9.6.
- Insert an Active Frontage clause within Part 6 – Additional Local Provisions to give effect to the Active Frontages Map and establish objectives and development requirements for active frontage.

Figure 20: Proposed active frontage map

9.6 Active frontage map

Map 9.6



2.2.12 Minimum street frontage

A minimum street frontage of 30 m is proposed for residential flat building development on residentially zoned land within the Masterplan area where the proposed height and FSR controls permit development exceeding four storeys, as illustrated in Map 9.8 (Figure 21). This will ensure sites are of sufficient width to accommodate vehicle access and servicing without compromising the streetscape, while providing appropriate side setbacks, landscaping, deep soil planting and residential amenity.

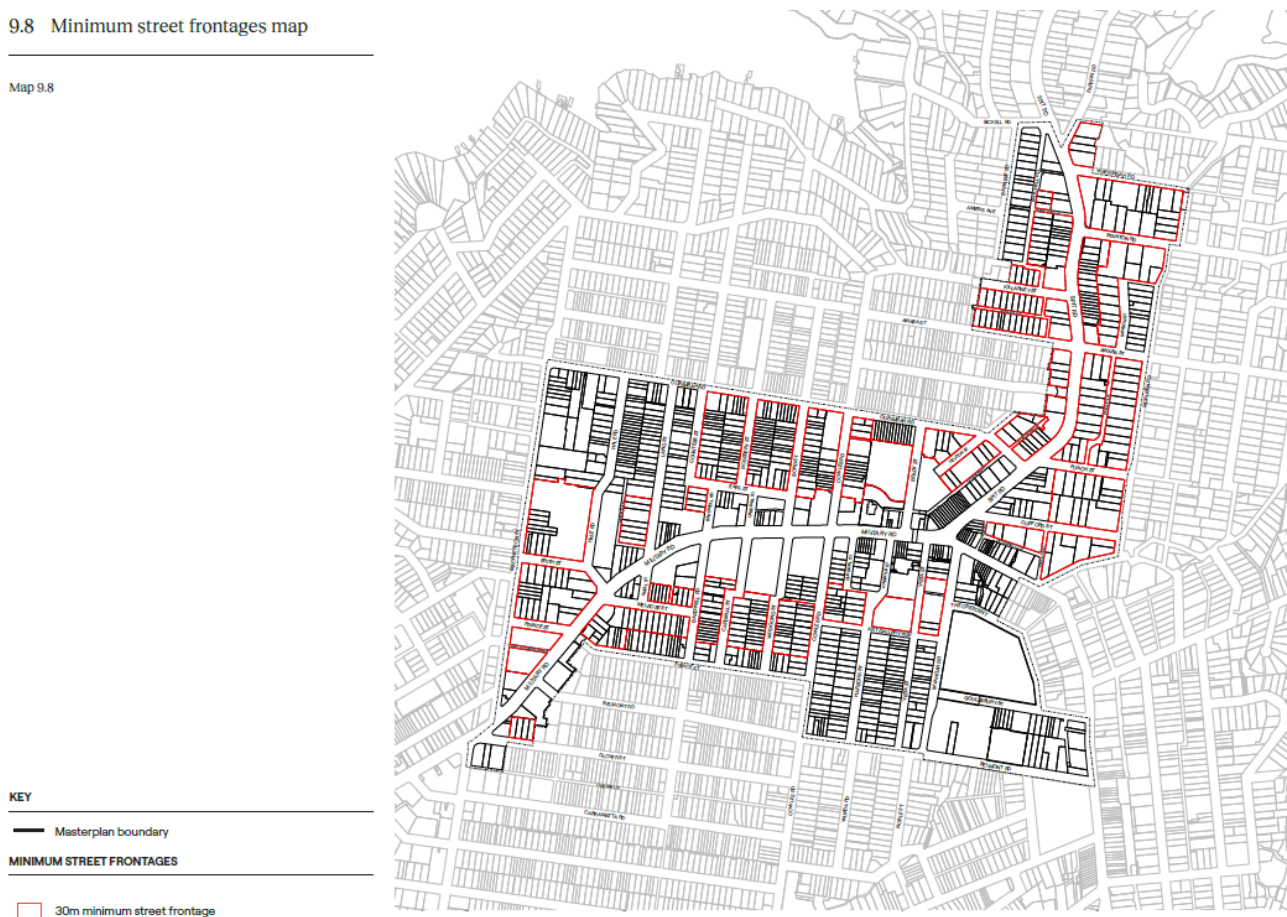
This will require the following amendments to the MLEP 2012:

- Insert Minimum Street Frontage Map identifying land where the minimum 30m frontage applies as indicated on Map 9.8.
- Insert a minimum street frontage clause within Part 6 – Additional Local Provisions to give effect to the Minimum Street Frontage Map. This will include objectives and development requirements for the minimum frontage.

Figure 21: Proposed minimum street frontage map

9.8 Minimum street frontages map

Map 9.8



2.2.13 Urban heat

In order to deliver additional density in a sustainable manner, new developments must reduce their impact on urban heating. It is proposed to include a clause in the MLEP that requires development to incorporate measures in the design and operational phases to minimise urban heat gain.

This will require the following amendments to the MLEP 2012:

- Insert an Urban Heat clause within Part 6 – Additional Local Provisions to establish objectives and development requirements that minimise urban heat impacts

2.2.14 Mosman DCP 2012 Amendments

The implementation of the Mosman Masterplan will require amendments to the Mosman Development Control Plan.

The amendments will largely supplement the existing DCP provisions. In some cases, the amended provisions may prevail over existing provisions, where necessary to align with the Masterplan.

The preparation of amended DCP provisions will be subject to a separate process over the coming months, that will include engagement with community and stakeholders. It is anticipated that amendments will be formulated on a precinct basis to align with the Masterplan. However, amendment may be required to existing provision within the DCPs.

It is anticipated that the implementation of the Masterplan, including the structure plan and supporting urban framework plans, will require amendments to the Mosman DCP relating to the following:

- Existing and desired future character
- Public domain and pedestrian access, including new through site links
- Open space and community infrastructure provision
- Built form including street wall heights, boundary setbacks and upper-level setbacks.
- Active street frontages
- Canopy, landscaping and deep soil landscaping
- Dwelling mix, including minimum proportions of one, two, three+ bedrooms dwellings required for certain development
- Heritage conservation, consistent with the Mosman Masterplan Heritage Design Guidelines prepared by NBRS
- Vehicle access and servicing, including the identification of preferred locations along streets
- Car parking rates
- Solar access to key public open space.

Once prepared, the draft DCP provisions will be placed on public exhibition, and it is intended this will occur concurrently with the public exhibition of the planning proposal following Gateway determination.

Part 3: Justification of strategic and site-specific merit

Section A – Need for the planning proposal

Q1. Is the planning proposal a result of an endorsed LSPS, strategic study or report?

In June 2026, Mosman Council endorsed a Preferred Option for the Mosman Masterplan following consideration of a report on the early community engagement outcomes. The Report and Resolution of the Extraordinary Council Meeting held on Tuesday 30 June 2026 can be seen in Attachment R.

The Mosman Masterplan is a Council-led alternative to the LMR. An alternative to the LMR is not contemplated in the Mosman Local Strategic Planning Statement (LSPS), as the LSPS was finalised prior to the release of the LMR. Notwithstanding, the comprehensive strategic framework established by the Mosman Masterplan is consistent with, and supports the implementation of, the following Planning Priorities (PPs) identified in the LSPS:

- PP1: Ensure that development is supported by infrastructure
- PP2: Work together with Government agencies and other stakeholders to promote good outcomes for Mosman
- PP3: Provide a range of facilities and services to meet community needs, foster a culturally rich, creative and socially connected Mosman community
- PP4: Design and provide places and spaces that are healthy to live in, work in and to visit
- PP5: Provide diverse housing choices and opportunities to meet changing demographics and population needs, with housing growth in the right locations
- PP6: Ensure that building design and construction is of high quality, and maintains resident amenity
- PP7: Enhance local and neighbourhood centres as great, connected places, whilst maintaining the village atmosphere in Mosman Junction and neighbourhood centres
- PP8: Protect and conserve the natural, built and Aboriginal cultural heritage of Mosman
- Improve access to, from and within Mosman, and encourage active transport
- PP12: Protect, conserve and enhance Mosman's urban tree canopy, landform, waterways and bushland
- PP13: Protect, conserve and enhance the natural, visual, environmental and heritage qualities of Mosman's foreshore scenic area, and significant views to and from foreshore slopes
- PP16: Adapt to and mitigate against the impacts of natural and urban hazards and climate change

Section B – Relationship to the strategic planning framework

Q2. Will the planning proposal give effect to the state land use plan and relevant region plan (including any exhibited draft plans or strategies)?

Yes. The State Land Use Plan (2026) and the Sydney Plan (2026) are the relevant plans that apply. The planning proposal is considered against these plans below.

NSW State Land Use Plan

The NSW State Land Use Plan, released in August 2026, establishes the NSW Government's vision and planning framework by aligning State, region and local planning. It notes that by 2046 NSW is projected to grow to 10.5 million people by 2046, the State's workforce is projected to grow by more than 20% additional jobs and an additional 1.2m more homes will be supplied.

The Plan outlines a State vision with four key elements:

- Our physical landscape, natural features and attractions
- Our diverse population, rich culture and vibrant communities
- Our thriving businesses, diverse economy and local prosperity; and
- Our inclusive and equitable State.

To deliver the State vision is establishes a framework comprises 3 core elements:

1. A simplified three-tier hierarchy of plans which establishes clear roles and responsibilities.
2. Updated planning regions to reduce duplication, reflect regional nuances and deliver consistent land use outcomes.
3. A framework designed to adapt and remain relevant.

Mosman remains within the Sydney planning region and is guided by a three-tiered planning framework. At the highest level, the NSW State Land Use Plan establishes the Government's strategic vision and policy direction for land use across the state. Regional Plans sit beneath this framework and provide spatial direction and growth sequencing for each of NSW's four regions. For Mosman, this is reflected in the Sydney Plan. At the local level, Local Plans translate state and regional priorities into place-based actions and planning controls. In Mosman, these priorities will be implemented through future updates to the Mosman Local Strategic Planning Statement.

The State Land Use Plan lists seven State Land Use Planning Priorities - Aboriginal outcomes, Housed, Prosperous, Connected, Resilient, Liveable and Coordinated. The actions required to achieve these priorities are listed in the relevant regional plan. Accordingly, discussed below is the Sydney Plan in the context of this planning proposal.

Appendix F of the NSW State Land Use Plan is Statewide Policy for Industrial Lands. The planning proposal includes rezoning all properties currently zoned E3 Productivity Support to E1 Local Centre and the excise of reference to the E3 Productivity Support zone throughout the LEP.

The Statewide Policy for Industrial Lands aims to plan, secure and manage the supply of industrial land across NSW by categorising industrial land as either state, regionally or locally significant. The Sydney Industrial Lands Categorisation Map identifies land zoned E3 Productivity Support in Mosman as locally significant industrial land. The classification of land zoned E3 Productivity Support in Mosman as locally significant industrial land is inconsistent with the Mosman Local Strategic Planning Statement (LSPS) which identifies that there is no industrial zoned land in Mosman and categorises the current uses on E3 zoned land as urban services.

Council’s submission on the draft Statewide Policy for Industrial Lands requested the Department to reconsider the categorisation of land in Mosman zoned E3 Productivity Support being as locally significant industrial land given the nature of the existing uses is akin to urban services rather than industrial uses.

The proposed rezoning will establish a planning framework that more appropriately reflects the intended future role and function of the sites currently zoned E3 particularly given the strategic location of these sites within the corridor, the proposed zone will better facilitate the desired land use outcomes while recognising its suitability for a broader range of compatible uses.

The Sydney Plan

The Sydney Plan, released in August 2026 is the NSW Government’s 20-year strategic land use plan for guiding Sydney’s future growth. Table 2 provides an assessment of the planning proposal against the draft Sydney Plan.

Table 2 Planning proposal consistency with the Sydney Plan

Responses/action	Consistency
1: Increase housing supply, diversity and choice	Consistent. A key objective of the planning proposal is to increase housing diversity and choice.
Council action: 1.8 Update local strategic planning and local environmental plans to provide 30 years feasible housing capacity to meet housing need	The Urban Design Report (Attachment A) and extracted below, examines the ‘Building typologies intent’ and finds that the proposed land use framework enables a diverse range of building typologies to be delivered across the LGA, ensuring housing choice and accessibility for a broad spectrum of residents, households and tenant demographics.
1.9 Update local strategic planning and local environmental plans to incorporate more diverse	

Responses/action

housing and a relative increase in attached housing

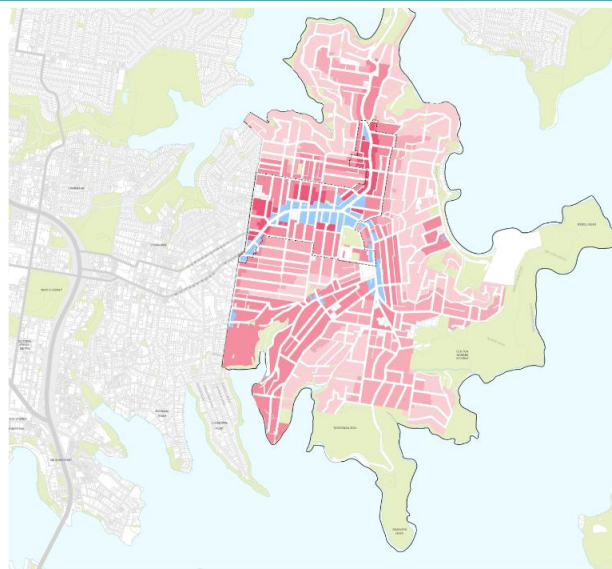
Consistency

Building typologies intent

The proposed land use framework enables a diverse range of building typologies to be delivered across the LGA, ensuring housing choice and accessibility for a broad spectrum of residents, households and tenant demographics.

A key objective of the masterplan is to retain the diversity of housing typologies currently permissible within Mosman while increasing the amount of land where higher density residential development, including residential flat buildings and shop top housing, is permitted. This approach supports the delivery of additional housing opportunities in medium and high density locations while maintaining the character and housing diversity of the LGA.

The map below illustrates the spatial distribution and extent of housing typologies permissible under the zoning of residential and local centre land from the single dwelling home permissible along edges and the high density residential flat buildings permissible within the masterplan area.



The planning proposal identifies areas outside the Low and Mid-Rise Housing Areas that can accommodate diverse housing choice including high density development in areas in close proximity to public transport, supporting the concept of a 30-minute city.

The Sydney Plan identifies that housing diversity and choice is not just about different housing forms, it is also about dwelling mix, particularly in mid and high-rise development. It is intended that the forthcoming DCP will include a dwelling mix provision for the first time in Mosman.

2: Secure the supply of affordable housing

Council actions:

2.3 Prepare and adopt an affordable housing contribution scheme

2.4 Review surplus council-owned land that may be suitable for affordable housing

Consistent. A separate planning proposal that seeks to deliver affordable housing in perpetuity through the implementation of an affordable housing contribution scheme satisfies the requirement that every Council must have an affordable housing contribution scheme in place after 2029. The scheme will apply across the local government area and include the Masterplan area.

Unlike the LMR, the planning proposal will facilitate the provision of affordable housing in perpetuity. The Feasibility Analysis (Attachment G) has determined a number of sites where the additional development capacity provided within the Masterplan area is accompanied by a commensurate affordable housing contribution.

Through the development of the Masterplan, Council has identified two Council owned sites that would be suitable for redevelopment for the purposes of diverse housing including affordable housing; the Council Depot and the Stanton Road carpark.

Responses/action	Consistency
3: Equitably grow a range of jobs Council actions: 3.3 Update local environmental plans to enable jobs growth in and out of centres identified in the Housing and Employment Guidance (Appendix D), including responding to infrastructure availability 4: Grow housing and jobs in well-located centres Council actions: 4.4 Update planning controls for E1 and E2 zones around the identified Low and Mid-Rise Housing Areas to increase floor space for goods and services to meet the needs of new residents and to consider shop top housing 4.5 Review housing and employment planning controls to deliver on the recommendations included for each LGA in the Housing and Employment Guidance (Appendix D)	Consistent. Appendix D of the draft Sydney plan identifies a jobs range for Mosman of +200-100 over 10 years, reflecting Mosman's <i>relatively small size and established focus on service based industries. Employment growth is anticipated to be broadly distributed across industries, primarily concentrated along the Military Road corridor as the key location of the LGA's commercial floor space.</i> The planning proposal includes a number of measures to achieve an outcome for Mosman that is commensurate with its local centre categorisation that will protect and strengthen employment land, supporting job creation and economic prosperity having regard to Action 4.4. The measures include: ▪ Increased population density will strengthen the economic viability and vitality of the Spit Junction centre by concentrating housing and employment around the centre increasing the critical mass of people needed to support shops, services and community facilities ▪ the proposed extension of the E1 Local Centre zone is minor and primarily rationalises the existing fragmented pattern of retail and commercial development. The Masterplan facilitates the consolidation and redevelopment of existing commercial uses into more efficient and contemporary building footprints, improving the functionality and viability of the centre ▪ delivering urban renewal and vibrancy in the centre through delivery of a range public domain improvements, requiring active street frontages, design excellence and improving connections between homes, jobs and schools ▪ changing E3 Productivity Support zoned land to E1 Local Centre which will allow for a greater intensity of jobs compared to E3 zone ▪ applying a non-residential FSR to several sites ▪ requiring non-residential uses on the ground and first level facing the arterial roads.
5: Create a more vibrant Sydney Council Action:	Consistent. As illustrated in the Urban Design Report, the Mosman Masterplan will enhance Spit Junction as a vibrant, well-connected centre by facilitating additional housing within and in close proximity to existing retail, commercial, community and public transport infrastructure, reinforcing the centre's role as a focal point for social, cultural and economic activity.

Responses/action	Consistency
5.2 Establish Special Entertainment Precincts where appropriate to protect, grow and support diverse community, arts, cultural and retail uses as part of council-led precinct planning	Updated planning controls will ensure mixed-use developments are prioritised throughout local centres. By increasing the resident population in strategically accessible locations, the planning proposal will strengthen the viability of local businesses, services and community facilities, create the critical mass necessary to support an active public domain, and encourage walking, cycling and public transport use.
5.3 Review and update planning controls to incentivise mixed-use in centres	Public art will also be used to enhance the vibrancy of the centre by creating a strong sense of place, celebrating local identity and Aboriginal and non-Aboriginal culture, and encouraging people to gather and engage with public spaces, refer to Attachment O for further detail.
6: Secure an ongoing pipeline of industrial lands	Not relevant.
7: Grow and connect public open space	Consistent. The Community Infrastructure Needs Assessment identified the need to explore opportunities to increase the quantity of open space and capacity of existing open space. Consistent with NSW Government priorities, the Masterplan incorporates these recommendations by expanding and improving the open space network, enhancing connectivity through a network of publicly accessible through site links. Further detail of these measures are outlined within the Community infrastructure delivery strategy within the Urban Design Report.
Council action: 7.5 Update local strategic planning and local contributions to enable delivery of the Blue-Green Grid network	
7.6 Identify opportunities for more open space provision of 3,000sqm or greater in proximity to housing growth	
Response 8: Protect and enhance Sydney's natural assets	Consistent. The planning proposal includes amending the LEP to provide a new urban heat provision and amendment to the landscaped area provision to require provision of landscaped area on R4 zoned land.
Council action: 8.5 Develop and implement a strategic approach to enhancing tree canopy cover and urban greening	The Urban Design Report identifies a long-term 40% canopy cover target, and principles to maximise tree canopy, prioritise native species, water quality and to recognise First Nations connections to vegetation, and integration of Water Sensitive Urban Design. These will be translated into DCP provisions.
8.6 Integrate consideration of water quality outcomes into strategic land use planning,	The Biodiversity Statement (Attachment N) identifies that the masterplan will protect and improve environmental values by strengthening habitat connectivity through the urban landscape, including the provision of deep soil zones within building setbacks to support large-canopy tree planting,

Responses/action	Consistency
including alignment with NSW Water Quality Objectives for receiving catchments	extensive street tree planting and new and revitalised public open space areas. Collectively these measures will provide for the protection and enhancement of the natural environment.
9: Minimise the impact of natural hazards to communities	Consistent. The impact of natural hazards, in particular flooding, is addressed in the Flood Impact and Risk Assessment at Attachment K. Other natural hazards such as bushfire and coastal risk do not apply to land within the Masterplan area.
Council action:	
9.2 Review hazard studies using up-to date, local place-based data on current and future exposure and vulnerability to hazards and climate change to inform land use and infrastructure planning decisions	The planning proposal includes a new urban heat provision in the LEP to ensure that future development addresses urban heat through building and landscape design measures that protect community health and resilience. Council is working with neighbouring harbour councils and the Sydney Coastal Councils Group on the Outer Sydney Harbour Coastal Management Plan.
9.6 Relevant Councils to implement coastal management programs and associated planning actions	
10: Sequence planned greenfield precincts	Not relevant.
11: Manage land uses beyond the urban growth area	Not relevant.
12: Align infrastructure to planned growth	Consistent. The Community Infrastructure Needs Assessment (CINA) within Attachment E has informed the preparation of the planning proposal. Following an audit of existing assets, spatial accessibility of each asset type, and benchmarking to identify future demand the CINA identifies the community infrastructure Mosman's future population will require.
Council Action:	
12.4 Review the local infrastructure implications of the urban growth area to identify gaps in local infrastructure provision and infrastructure needs	The findings of the CINA have been used as an input to the masterplan and a new 7.12 Local Contributions Plan. The delivery of infrastructure to support future growth is highlighted in Attachment F, Draft Infrastructure Contributions Plan.

Responses/action	Consistency
12.5 Review local infrastructure delivery approaches and if needed, update planning, funding and delivery programs to support prioritised housing areas and growth sequencing	The Transport Study (Attachment C) makes a large number of recommendations for local transport infrastructure improvements across the transport network to service the future population. The Transport Study also identifies a critical need for further State investment in transformative change to the Spit and Military Roads corridor across all facets of transport management, including infrastructure, planning, services, education and technology. Council will continue to advocate strongly for recognition of the urgent need for infrastructure improvements in this corridor including within the Sydney Infrastructure Opportunities Plan.

Appendix D of the Sydney Plan is Housing and Employment Guidance. It identifies housing and employment growth to 2046 for each LGA within the Sydney region. It highlights key centres and areas that councils should focus planning efforts to support growth.

Guidance for future land use in Mosman includes considering high-rise opportunities along Spit and Military Road to support future housing growth and to consider how the Mosman Masterplan can complement the LMR Housing Areas and go beyond the LMR controls to enable more growth. The Masterplan achieves this strategic vision of the guidance by delivering a framework to increase density on the Spit and Military Road corridor and by proposing local refinements to the LMR controls to deliver an equivalent housing capacity with place-based merit.

Q3. Is the planning proposal consistent with any other applicable State and regional studies or strategies?

Yes. The planning proposal is consistent with the following State and regional strategies and studies:

1. NSW Government's Housing 2041

The NSW Government's Housing 2041, represents a 20-year vision for housing in NSW. The Housing 2041 strategy identifies four pillars which are critical to housing: supply, diversity, affordability and resilience. The following four pillars strongly align with this planning proposal:

- To deliver housing supply in the right locations
- To provide housing that is affordable and secure
- To provide housing that is diverse and meets varied and changing needs.
- To deliver enduring and resilient housing

2. Connecting NSW Strategy, October 2025

The Masterplan is consistent with the NSW Government's Connecting NSW Strategy current priorities statement, directing investment toward six priorities, including reimagining road space to drive mode shift, towards zero trauma, and enabling whole-of-government outcomes such as the delivery of more housing. Its road-space and mode-shift priorities align directly with the Masterplan's corridor based approach.

3. Staying Ahead: State Infrastructure Strategy 2022-2042

The State Infrastructure Strategy 2022-2042 sets out Infrastructure NSW's advice on the infrastructure needs and priorities of NSW over the next 20 years and beyond. This planning proposal is generally consistent with the key goals and recommendations:

- Boost economy-wide productivity and competition
- Service growing communities
- Embed reliability and resilience
- Achieve an orderly and efficient transition to Net Zero
- Enhance long-term water security
- Protect our natural endowments, including land, water and minerals
- Harness the power of data and digital technology
- Integrate infrastructure, land use and service planning
- Design the investment program to endure.

4. Net Zero Plan Stage 1: 2020-2030

The Net Zero Plan Stage 1 (2020-2030), sets out how the NSW Government will achieve net zero emissions by 2050 while being committed to maintaining a strong economy, improving quality of life and protecting the environment. The Masterplan assists in moving towards net zero emissions by aiming to reduce private car travel by locating density near high-frequency public transport, reducing parking (potentially reducing car ownership in new developments) and providing comfortable and direct walking connections to key community destinations and services. The future DCP supplementing the planning proposal will investigate opportunities to support net zero priorities, such as exploring water, energy and waste efficiency.

5. Greener Places Framework

The Greener Places Framework provides a strategic approach to connecting and integrating green infrastructure to create a more sustainable NSW and enhance quality of life. This planning proposal is consistent with the following principles of green infrastructure:

- Integration: combine green infrastructure with urban development and grey infrastructure
- Connectivity: create an interconnected network of open space
- Multifunctionality: deliver multiple ecosystem services simultaneously
- Participation: involve stakeholders in development and implementation

The Masterplan is consistent with the Greener Places Framework by strengthening and connecting green infrastructure across the Masterplan area. It will deliver new and enhanced public open spaces, increased tree canopy and landscaping, and improved pedestrian connections between key destinations. These initiatives support a greener, more liveable and resilient centre by enhancing access to open space, encouraging walking and social interaction, and improving the environmental quality of the public domain.

6. The Sydney Green Grid

Underpinning the Green Places Framework, the Sydney Green Grid seeks to deliver an interconnecting network of open space that will keep the city cool, encourage healthy living, enhance biodiversity and ensure ecological resilience. This planning proposal is consistent with the following objectives in the Sydney North District Green Grid:

- Increase access to open space: Connect people with key regional open space and promote the districts open space assets through better connections with major centres, new transport infrastructure and areas of urban renewal
- Promote healthy and active living: Create a liveable green network of high-quality active transport links connecting key destinations, cultural facilities, recreation opportunities and heritage items
- Create new high-quality public realm: Establish a vibrant, pedestrian friendly public realm at key centres, transport interchanges and urban renewal areas, with places for gathering and good connections to open space.

7. Connecting with Country

In 2023, the NSW Government Architect launched the “Better Place – Connecting with Country” framework. The framework states that -

“All NSW built environment projects will be developed with a Country-centred approach guided by Aboriginal people, who know that if we care for Country, Country will care for us.”

The Masterplan introduces initiatives to facilitate projects that can be developed with a ‘Country-centred’ approach, including art (Attachment I Public Art Investment and Delivery Framework), urban design of the public domain and open spaces (Attachment A Urban Design Report), linking in with Attachment O Aboriginal Cultural Statement. In addition, place-naming and way-finding can be used to convey First Nations stories where appropriate and in collaboration with First Nations groups.

Q4. Is the planning proposal consistent with a council LSPS or local strategy or strategic plan?

Mosman Local Strategic Planning Statement

The LSPS was endorsed by Council in 2019 and is the strategic planning vision for Mosman to guide future growth and directly aligns with the region and district plans.

Since endorsement of the LSPS, the NSW Government's strategic planning framework has undergone a significant shift and now has a stronger focus on housing delivery which is driven through a range of new policy responses that aim to speed up housing delivery to achieve the housing targets required under the National Housing Accord, including the LMR and the In-fill Affordable Housing Bonus.

A Council-led alternative to the LMR is not contemplated in the LSPS, as the LSPS was finalised prior to the release of the LMR. As such, the Masterplan responds to a contemporary State-led planning initiative that was not anticipated at the time the LSPS was prepared. This provides a sound basis for any departure from the strategic directions and actions identified within the LSPS, reflecting the significant evolution of the state strategic planning framework since its endorsement.

Notably, the masterplan aligns with the priorities and responses within the Sydney Plan and it is anticipated that the NSW Government will soon issue guidelines requiring each council to update their LSPS to have a clear line of sight to the state plan.

Table 5 demonstrates how the planning proposal is consistent with the LSPS planning priorities:

Table 3 Planning proposal consistency with the Mosman Local Strategic Planning Statement

Planning Priority	Consistency
Infrastructure and Collaboration	
PP1: Ensure that development is supported by infrastructure	Consistent. The growing population will be supported by targeted upgrades and improvements to local infrastructure and community assets, enhancing service provision and ensuring the area is well equipped to accommodate future growth.
PP2: Work together with Government agencies and other stakeholder to promote good outcomes for Mosman	Consistent. This planning proposal has been developed in consultation and collaboration with a range of key stakeholders, including but not limited to: - the Department of Planning, Housing and Infrastructure, - Transport for NSW, - the Mosman community. Stakeholders have been involved throughout the process to identify impediments and opportunities to assist in the shaping of the Masterplan.
Liveability	
PP3: Provide a range of facilities and services to meet community needs, foster a culturally rich, creative and socially connected Mosman community	Consistent. See discussion under Sydney Plan and the Greater Sydney Region Plan.

Planning Priority	Consistency
PP4: Design and provide places and spaces that are healthy to live in, work in and to visit	Consistent. The planning proposal satisfies an action in the LSPS requiring that planning provisions be reviewed to ensure that criteria for healthy built environments are considered. The planning proposal includes a new urban heat provision within the MLEP and provision of active transport is a central component of the Masterplan.
PP5: Provide diverse housing choices and opportunities to meet changing demographics and population needs, with housing growth in the right locations.	Consistent. The planning proposal seeks to deliver affordable and diverse housing in accessible locations close to jobs and transport. The proposal broadens housing choice by enabling a greater diversity of dwelling types in a well-located area, making efficient use of existing infrastructure, services and community facilities.
PP7: Enhance local and neighbourhood centres as great, connected places, whilst maintaining the village atmosphere in Mosman Junction and neighbourhood centres	Consistent. The planning proposal provides for activated village centres to the north and south of Military Road. In particular, the newly proposed Civic Centre including a new library, augmented open space and potential outdoor performance space, connected with the Mosman Art Gallery, will provide the 'heart' of Mosman community.
PP8: Protect and conserve the natural, built and Aboriginal cultural heritage of Mosman.	Consistent. The Mosman Masterplan Heritage Review (Attachment D) provides a heritage review of the Mosman Masterplan study area to inform strategic planning for future growth. The Review finds that overall, the Masterplan represents a more heritage-responsive growth strategy than the alternative LMR Policy, as it concentrates greater change within already modified arterial and commercial corridors and reduces pressure on more intact residential and heritage sensitive areas. The Aboriginal Cultural Statement (Attachment O) finds that the proposal is not expected to result in impacts on areas of identified Aboriginal cultural significance.
Productivity	
PP9: Improve access to, from and within Mosman, and encourage active transport.	The Transport Study (Attachment C) makes a large number of recommendations for local transport infrastructure improvements across the transport network to service the future population. Provision of active transport is a central component of the Masterplan, with provision made for shared ways, through site links, green pedestrian links and calm streets:

Planning Priority

Consistency

Urban design framework

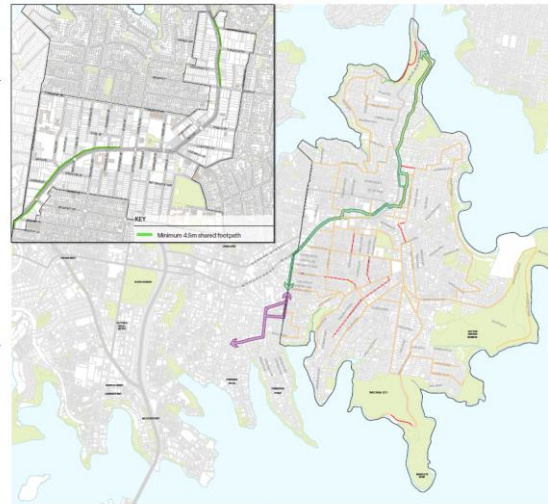
Active transport recommendations

In collaboration with Transport Engineering, recommendations for the active transport network across Mosman LGA have been developed. Recommendations for improvements to the network that would increase its capacity, functionality and connectivity are summarised in the diagram opposite. This work includes signposts outside of the municipality area which are to be considered conceptual in nature and subject to future studies and investigations. Mosman's existing network for the connections required to function as a collective network. As a result, a regional link is a major priority of the Mosman Masterplan, connecting Council's link with Spit Bridge as a continuous, safe and accessible cycle link.

This regional link is recommended as a mix of dedicated bike lanes, shared paths, and on-road cycle routes, defined as follows:

- **Dedicated bicycle paths** a separate space for cyclists, adjacent from both motor vehicle traffic and pedestrians.
- **Shared footpaths** a two-way route accommodating both bicycle and pedestrian movement along a footpath, without designated space for specific modes.
- **Shared paths** are to be minimum 4.0m (usually 4.2m), including a 0.7 to 1.2m landscape buffer between the shared footpaths and traffic to ensure the safety of users. Existing footpaths along Military and Spit Road are designated shared paths required to achieve the regional cycle link. In the future, these designated shared ways are on footpaths currently not meeting the minimum width, indicating to be required to be provided by the development via setbacks.
- **On-road cycle routes** Quiet roads with lower traffic assets where cyclists share the road with motor vehicles in a safer environment.

- KEY**
- LGA boundary
 - Mosman Masterplan boundary
 - Dedicated bicycle paths
 - Proposed dedicated bicycle paths
 - On-road cycle route
 - Proposed on-road cycle route
 - Shared footpaths (cyclists and pedestrian)
 - Proposed shared footpaths (cyclists and pedestrian)
 - Minimum 4.0m shared footpaths
 - Potential alternative regional cycle link
 - North Sydney regional cycle corridor
 - Regional cycle corridor
 - Open space



The Transport Study also identifies a critical need for further State investment in transformative change to the Spit and Military Road corridor across all facets of transport management, including infrastructure, planning, services, education and technology. Council will continue to advocate strongly for recognition of the urgent need for infrastructure improvements in this corridor including within the Sydney Infrastructure Opportunities Plan.

PP10: Reimagine the Spit-Military Roads Corridor to improve function, amenity and accessibility in response to the Western Harbour Tunnel and Beaches Link

This planning priority recognised the potential for the Beaches Link project to transform the corridor and create opportunities to reimagine the surrounding public domain and transport network. While the Beaches Link project has since been cancelled, the Masterplan seeks to deliver improvements that are within Council's control.

The Transport Study (Attachment C) identifies a critical need for further State investment in transformative change to the Spit and Military Roads corridor across all facets of transport management, including infrastructure, planning, services, education and technology. Council will continue to consult with TfNSW and advocate strongly for recognition of the urgent need for State infrastructure improvements in this corridor within the Sydney Infrastructure Opportunities Plan.

PP11: Support the local economy and manage visitation sustainably to protect local amenity and Mosman's natural and built environment

The Masterplan facilitates the consolidation and redevelopment of existing commercial uses into more efficient and contemporary building footprints, improving the functionality and viability of the centre. Rather than creating a substantial increase in retail

Planning Priority	Consistency
	floorspace or generating significant economic impacts, the proposal supports the renewal of existing commercial activity and provides opportunities for a broader range of businesses to establish within the centre, consistent with Mosman's intended role and function as a local centre. The Masterplan provides for new and enhanced public open space, civic areas, parks, plazas and improved green infrastructure, which will support visitation while protecting local amenity. Also, the findings of the CINA have been used as an input to the Masterplan and the new 7.12 Local Contributions Plan and will also be used to inform broader Council infrastructure decisions and advocacy to provide additional visitation opportunities in new areas, thereby reducing pressures in existing popular visitor destinations.
Sustainability	
PP12: Protect, conserve and enhance Mosman's urban tree canopy, landform, waterways and bushland	The Biodiversity Statement (Attachment N) identifies that the Masterplan will protect and improve environmental values by strengthening habitat connectivity through the urban landscape, including the provision of deep soil zones within building setbacks to support large-canopy tree planting, extensive street tree planting and new and revitalised public open space areas. Tree canopy cover recommendations are also identified with the Urban Design Report. Collectively these measures will enhance biodiversity, support the retention of native vegetation, and contribute to the long-term protection of cultural heritage and water resources, including groundwater, through environmentally sensitive landscape design.
PP13: Protect, conserve and enhance the natural, visual, environmental and heritage qualities of Mosman's foreshore scenic area, and significant views to and from foreshore slopes	This planning priority is central to what the Masterplan is aiming to achieve – overcoming poor planning outcomes that are negatively impacting on the natural, visual, environmental and heritage qualities of Mosman's foreshore scenic area, and significant views to and from foreshore slopes. The Masterplan redistributes housing growth to less sensitive areas to protect these distinctive qualities of Mosman's character.
PP14: Provide land and water-based recreational opportunities within Mosman	The findings of the CINA have been used as an input to the Masterplan and the new 7.12 Local Contributions Plan and will also be used to inform broader Council infrastructure decisions and advocacy. The Masterplan provides for new and enhanced public open space, civic areas, parks, plazas and improved green infrastructure. Increased tree canopy, landscaping and environmental

Planning Priority	Consistency
	enhancements will improve urban amenity, comfort, biodiversity and climate resilience while supporting community health and wellbeing.
PP15: Manage energy, water and waste efficiently to ensure a sustainable urban environment	Consistent. The forthcoming DCP supplementing the planning proposal will investigate opportunities to support net zero priorities, such as exploring water, energy and waste efficiency. The Ecologically Sustainable Development assessment (Attachment P) finds the Masterplan to incorporate a number of measures to address sustainability.
PP16: Adapt to and mitigate against the impacts of natural and urban hazards and climate change	Consistent. The planning proposal satisfies an action in the LSPS requiring that planning provisions be reviewed to address natural and urban hazards and climate change. The planning proposal aims to improve resilience outcomes through the following measures: ▪ A new urban heat provision in the LEP and amendment to the landscaped area provision to require R4 zoned land to provide landscaped area ▪ Increasing housing capacity within the walking catchment of existing public transport infrastructure would decrease car dependency and encourage public transport use ▪ The Urban Design Report identifies a long-term 40% canopy cover target, and principles to maximise tree canopy, prioritise native species, water quality and to recognise First Nations connections to vegetation, and integrate Water Sensitive Urban Design.

Mosman Local Housing Strategy

The Mosman Local Housing Strategy (LHS) was prepared in 2020 and sets a clear plan for housing in Mosman over the next 20 years to meet anticipated demand. Under the LHS Mosman's population was projected to increase by 1,370 people to a population of 31,630 people by 2041.

The Local Housing Strategy was prepared prior to the introduction of the NSW Government's Low and Mid-Rise Housing Policy. As a result, its population projections no longer reflect the current strategic planning context. Notwithstanding, the Strategy's broader land use planning principles and directions remain relevant and have informed the preparation of the Masterplan. **Error! Reference source not found.** provides an assessment of the planning proposal against the LHS.

Table 4 Planning proposal consistency with the Mosman Local Housing Strategy

Objective	Consistency
Identify the right locations for housing growth, appropriate to environmental and infrastructure constraints.	Consistent. The Masterplan has been developed following an extensive analysis of place as outlined in the Urban Design Report. The LHS identifies that Council's long-established approach to identifying the right locations for housing growth has been to: ▪ Focus housing growth in areas that meet one or more of the following criteria: ○ Along Mosman's ridgeline and adjacent level land, generally within the vicinity of Spit and Military Roads; ○ In the vicinity of the Mosman, Cremorne and Spit Junction local centres, and neighbourhood centres of Parriwi Junction, Avenue Road and Spofforth Street; and ○ In the vicinity of commuter ferry wharves in Avenue Road and Musgrave Street; and ▪ Retain the low-density residential areas, generally located within steep sloping land to the harbour, identified as environmentally sensitive and/or of heritage significance. The Masterplan, unlike the LMR, is consistent with this long-established approach to identifying areas appropriate for housing growth.
Maintain housing choice to meet population needs	Consistent. Mosman's planning controls have historically permitted a diverse range of housing across a large proportion of the local government area. This is evidenced through the large extent of the R3 Medium Density Residential zone covering approximately 29% of the LGA and effectively performing the role of the LMR (missing middle) in the wider LGA area but at a scale that does not result in the detrimental impacts on character that are being delivered through the LMR provisions. The LHS notes that, unlike many other local government areas, MLEP does not prescribe minimum lot or dwelling sizes for residential development (with the exception of the recent addition of dual occupancy) within any zone in Mosman providing flexibility for smaller infill developments. This approach has supported the delivery of well-designed boutique medium-density housing throughout Mosman which is reflected through 65% of all housing stock in Mosman being medium and high-density dwellings

Objective	Consistency
	The planning proposal identifies areas outside the Low and Mid-Rise Housing Areas that can accommodate diverse housing choice including high density development in areas in close proximity to public transport. Further it is intended that the forthcoming DCP will include a dwelling mix provision for the first time in Mosman to ensure provision of housing choice.
Facilitate housing for an ageing population.	Consistent. The planning proposal seeks to implement housing types that would be beneficial for an ageing Mosman demographic wanting to downsize from larger single dwellings into smaller units in convenient locations near retail, community facilities and transport. Existing DCP controls require provision of adaptable housing and universal design further assisting to meet the needs of Mosman's older residents.
Encourage development that maintains or enhances local neighbourhood character and resident amenity	This objective is central to what the Masterplan is aiming to achieve – overcoming poor planning outcomes being delivered through the LMR that are negatively impacting on the natural, visual, environmental and heritage qualities of Mosman. The LHS identifies the key elements of Mosman's character as: ▪ Scale ▪ Design ▪ Views ▪ Trees ▪ Heritage The Masterplan redistributes housing growth to less sensitive areas to protect these distinctive qualities of Mosman's character.
Inform housing affordability issues	Whilst the LHS did not contemplate the need to prepare an affordable housing contribution scheme, it does recognise that in Mosman, more households are in housing stress than compared with the Greater Sydney average, and only a small proportion of rental housing stock is affordable for very low and low income households. A concurrent planning proposal for an Affordable Housing Contributions Scheme is seeking to amend MLEP to include a clause that will require new development to contribute to the provision of affordable housing in perpetuity. This planning proposal seeks to introduce requirements to provide an additional affordable housing requirement on certain sites receiving uplift and delivering additional height and floor space via the Key Sites clause and affordable housing map.

MOSPLAN 2025-2035

Council’s Community Strategic Plan, MOSPLAN 2025–2035 was adopted by Council on 3 June 2025. The Mosman Masterplan adopts the MOSPLAN vision for Mosman, which is:

A vibrant, inclusive harbourside village where community and heritage are valued and where residents can feel safe and connected.

MOSPLAN recognises the ever-changing planning landscape as a significant issue for Mosman and highlights that the density increase could have significant impacts on Mosman’s future population and create more pressure on the already strained infrastructure network.

The Mosman Masterplan is directly aligned with MOSPLAN, which recognises Council's ongoing role in anticipating, influencing, and responding to broader planning agendas. This approach helps ensure that local planning outcomes continue to be shaped, wherever possible, by Mosman's unique character, values, and local priorities. It also supports the implementation of a fair and equitable development contributions framework, ensuring that growth is accompanied by appropriate infrastructure and that development contributes proportionately to the facilities and services required by the community.

Q5. Is the planning proposal consistent with applicable Ministerial Directions (section 9.1 Ministerial Direction - Local Plan Making priorities) or key government priority?

Yes. The planning proposal is consistent with the section 9.1 Ministerial Directions. Table 5 provides an overview of the proposal’s consistency with the applicable Ministerial Directions.

Table 5 Planning proposal consistency with Ministerial Directions

New Ministerial Directions under s.117 of the EP&A Act	Consistent	Comment
Priority 1: Aboriginal Outcomes		
P1.1 Aboriginal Land Planning	N/A	The planning proposal does not affect land owned or managed by Aboriginal Land Councils.
P1.2 Cultural Guidance	✓	The planning proposal relates to an urbanised and previously highly disturbed area. Investigations undertaken for the planning proposal have not

New Ministerial Directions under s.117 of the EP&A Act	Consistent	Comment
		identified Aboriginal cultural heritage, cultural representation, or strong community associations within masterplan area. No recorded Aboriginal cultural heritage sites or places have been identified within the study area. During the early consultation period Council notified the Metropolitan Local Aboriginal Land Council and no response was received. The Aboriginal Cultural Assessment (Attachment O) finds that the proposal is not expected to result in impacts on areas of identified Aboriginal cultural significance.
Priority 2: Housed		
P2.1 Housing	✓	Yes. A concurrent planning proposal is seeking to amend MLEP to include a clause that will require new development to contribute to the provision of affordable housing. This planning proposal seeks to introduce a requirement to provide an additional affordable housing requirement on certain sites delivering additional height and floor space via the Affordable Housing Map and Key Sites clause. The planning proposal is consistent with this Direction as the Masterplan seeks to deliver affordable and diverse housing in accessible locations close to jobs and transport. The planning proposal provides for an equal level of additional housing supply compared with the LMR in a location identified for growth, contributing to the achievement of Mosman's current and future housing targets. The proposal broadens housing choice by enabling a greater diversity of dwelling types in a well-

New Ministerial Directions under s.117 of the EP&A Act	Consistent	Comment
		located area, making efficient use of existing infrastructure, services and community facilities. Furthermore, the proposal will support targeted upgrades and improvements to local infrastructure and community assets, enhancing service provision and ensuring the area is well equipped to accommodate future growth.
Priority 3: Prosperous		
P3.1 Employment		Yes. The planning proposal is consistent with this Direction as follows: Noting Mosman has not been allocated a jobs target nor is it identified as strategic centre, the planning proposal includes a number of measures to achieve an outcome for Mosman that is commensurate with its local centre categorisation that will protect and strengthen employment land, supporting job creation and economic prosperity. The measures include: ▪ concentrating housing and employment around centres increases the critical mass of people needed to support shops, services and community facilities. Increased population density will strengthen economic viability and vitality ▪ The proposed extension of the E1 Local Centre zone is minor and primarily rationalises the existing fragmented pattern of retail and commercial development. The Masterplan facilitates the consolidation and redevelopment of existing commercial uses into more efficient and contemporary building footprints, improving the functionality and viability of the centre ▪ delivering urban renewal and vibrancy in the centre through delivery of a range of public domain improvements, requiring active street frontages, design excellence and improving connections between homes, jobs and schools

New Ministerial Directions under s.117 of the EP&A Act	Consistent	Comment
		- changing E3 Productivity Support zoned land to E1 Local Centre which will allow for a greater intensity of jobs compared to E3 zone - applying a non-residential FSR to several sites - requiring non-residential uses on the ground and first level facing the arterial roads.
P3.2 Rural	N/A	The planning proposal does not affect land within an existing or proposed rural or conservation zone.
P3.3 Airport Safeguarding	N/A	The planning proposal does not create, alter or remove a zone or a provision relating to land located near an airport transport facility or within a defence aviation area.
P3.4 Mining and Petroleum Production	N/A	Mining and petroleum production is not relevant to this planning proposal.
P3.5 Oyster Aquaculture	N/A	Oyster aquaculture is not relevant to this planning proposal.
P3.6 Mine Subsidence and Unstable Land	N/A	Mine subsidence and unstable land is not relevant to this planning proposal.
Priority 4: Connected		
Integrating Land Use and Infrastructure	✓	Yes. The planning proposal is consistent with this Direction as follows: - The Masterplan focuses growth in areas already served by transport, utilities, and community facilities, maximising the use of existing infrastructure. - The Masterplan protects existing and future transport, open space and community infrastructure, ensuring development does not limit future upgrades or expansion. - The Masterplan aligns future development with planned infrastructure upgrades, supporting the timely delivery of transport, open space, and community facilities.

New Ministerial Directions under s.117 of the EP&A Act	Consistent	Comment
		By concentrating development near public transport and providing connected walking and cycling networks, the Masterplan encourages sustainable travel, increased public transport use, and reduced reliance on private vehicles.
Priority 5: Resilient		
P5.1 Strategic Conservation Planning	✓	The planning proposal does not affect land identified as avoided land, strategic conservation area or certified urban capable land.
P5.2 Conservation	✓	The planning proposal does not affect land containing environmentally sensitive areas nor land within an existing or proposed conservation zone (see Attachment N).
P5.3 Foreshores and Water Catchment Areas	✓	The planning proposal does not affect land within the Sydney Drinking Water Catchment nor the Sydney Harbour Foreshores and Waterways Area. The planning proposal does affect land within a regulated catchment, being the Sydney Harbour Catchment. The planning proposal is consistent with the relevant objectives at (a)(i – iv) as demonstrated below: Actions being undertaken by Council in relation to water quality are generally consistent with the Australian and New Zealand Guidelines for Fresh and Marine Water Quality Guidelines. In this regard: - New development will be required to incorporate contemporary stormwater quality measures - Council has an extensive network of Stormwater Quality Improvement Devices (SQIDs) which are maintained on a regular basis - Council is working with neighbouring harbour councils and the Sydney Coastal Councils Group on the Outer Sydney Harbour CMP, including studies on stormwater pollution and future LGA-

New Ministerial Directions under s.117 of the EP&A Act	Consistent	Comment
		specific actions to improve water quality, reduce litter, and protect coastal assets. ▪ The accompanying Section 7.12 Local Contributions Plan allocates funding for upgrades to existing stormwater quality improvement devices. The Water Cycle and Stormwater Management (Attachment L) provides an analysis of the Masterplan area and addresses the matters relevant to regulated catchments and finds that implementation of the masterplan will actively improve, rather than simply maintain, current water cycle and stormwater management outcomes. As a result, the proposal is not expected to result in adverse direct, indirect or cumulative impacts on terrestrial, aquatic or migratory species or vegetation, affect flooding regimes that support wetlands or riverine ecosystems, or adversely impact recreational land uses within the regulated catchment. The Biodiversity Statement (Attachment N) identifies that the Masterplan will protect and improve environmental values by strengthening habitat connectivity through the urban landscape, including the provision of deep soil zones within building setbacks to support large-canopy tree planting, extensive street tree planting and new and revitalised public open space areas. Tree canopy cover recommendations are also identified with the Urban Design Report. Collectively these measures will enhance biodiversity, support the retention of native vegetation, and contribute to the long-term protection of cultural heritage and water resources, including groundwater, through environmentally sensitive landscape design.

New Ministerial Directions under s.117 of the EP&A Act	Consistent	Comment
		The planning proposal seeks to improve scenic quality of the harbour and surrounding foreshores through local refinement to the LMR to no longer allow large scale developments within the highly sensitive Scenic Protection Area. The Masterplan area is not subject to urban salinity nor land degradation. As the planning proposal will deliver positive outcomes for the Sydney Harbour Catchment, consideration of a feasible alternative is not required. There are no downstream adjacent local government areas.
P5.4 Contaminated Lands	✓	The planning proposal is supported by preliminary site investigation (Attachment J) for several sites within the Masterplan area. The planning proposal is consistent with this direction by ensuring any contaminated land is appropriately assessed and, where required, will be remediated before the land is used for that purpose. This will minimise risks to human health and the environment consistent with the Contaminated Land Planning Guidelines.
P5.5 Acid Sulfate Soils	✓	The Acid Sulfate Soils Assessment (Attachment M) identifies that the likelihood of encountering actual or potential acid sulfate soils within the Masterplan area is negligible, having regard to: ▪ the Mosman LEP 2012 Acid Sulfate Soils Mapping ▪ the elevated topographic position of the Masterplan area ▪ the absence of estuarine, marine or tidal sediments ▪ the predominance of Hawkesbury Sandstone bedrock and weathered sandstone profiles

New Ministerial Directions under s.117 of the EP&A Act	Consistent	Comment
		the extensive borehole and geotechnical information reviewed within Mosman.
P5.6 Threatened Species, threatened ecological communities and their habitat	✓	The planning proposal does not impact on an area mapped on the Biodiversity Values Map nor does it exceed the area clearing threshold established for the Biodiversity Offsets Scheme under the <i>Biodiversity Conservation Act 2016</i>. The Biodiversity Statement (Attachment N) identifies that none of the flora, fauna or threatened ecological communities sites identified in the Mosman Flora and Fauna Survey 2022 are located within the Masterplan area.
P5.7 Flooding	✓	The planning proposal alters the zone and provisions that affect flood prone land. The planning proposal is consistent with Direction Principles 1 through 6 as demonstrated in the Flood Impact and Risk Assessment (Attachment K) which reviews the potential impacts of built form changes identified on flood behaviour and associated risks. The Assessment finds the proposal to be manageable in terms of flooding. Future development applications will continue to be required to address flooding risks.
P5.8 Coastal Management	N/A	The planning proposal does not apply to land that is within the coastal zone.
P5.9 Planning for Bush Fire Protection	N/A	This planning proposal does not apply to land that will affect, or is in proximity to, land mapped as bush fire prone land and there is no requirement to prepare a bushfire prone land map.
Priority 6: Liveable		
P6.1 Reserving Land for Public Purposes	✓	The planning proposal does not create, alter or reduce existing zonings or reservations of land for public purposes.
P6.2 Willandra Lakes Region	N/A	The planning proposal does not affect land identified as the Willandra Lakes World Heritage Property.

New Ministerial Directions under s.117 of the EP&A Act	Consistent	Comment
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Priority 7: Coordinated

P7.1 High pressure dangerous goods pipeline	N/A	The planning proposal does not affect land in the vicinity of a nominated pipeline.
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Q6. Is the planning proposal consistent with applicable SEPPs?

Yes. The planning proposal is consistent with all applicable SEPPs, as demonstrated in Table 6.

Table 6 Consistency with State Environmental Planning Policies

SEPP	Consistent/ Inconsistent	Comment
State Environmental Planning Policy (Housing) 2021	Consistent	Council has worked collaboratively with the NSW Government to prepare a long-term, place-based Mosman Masterplan as an alternative approach to Chapter 6 Low and mid rise housing. This planning proposal seeks to locally refine the application of Parts 3 and 4 of Chapter 6 to implement the Masterplan. These amendments will limit the extent to which the LMR policy applies outside the Masterplan area, with the exception of the provisions relating to dual occupancies and semi-detached dwellings, contained in Part 2 of Chapter 6, which will continue to apply across the LGA. When compared with the LMR, the Masterplan delivers a superior outcome in relation to the Principles of this Policy at Section 3 (a)-(h) and the Aim of chapter at Section 162 of SEPP Housing. In this regard: The combined planning proposal amendments to the MLEP and Council's existing planning provisions establish a strong planning framework that actively enables the delivery of diverse housing types, including a broader range

SEPP	Consistent/ Inconsistent	Comment
		of housing forms to respond to changing community needs and support greater housing choice. In this regard: ○ The planning proposal will deliver transit orientated housing development along the transport corridor focused close to rapid public transport services, reducing vehicle reliance ○ The planning proposal identifies areas outside the Low and Mid-Rise Housing Areas that can accommodate diverse housing choice including high density development in areas in close proximity to public transport, supporting the concept of a 30-minute city ○ The forthcoming DCP will require a dwelling mix ○ Mosman's planning controls have historically permitted a diverse range of housing across a large proportion of the local government area. This is evidenced through the large extent of the R3 Medium Density Residential zone covering approximately 29% of the LGA and effectively performing the role of the LMR (missing middle) in the wider LGA area but at a scale that does not result in the detrimental impacts on character that are being delivered through the LMR provisions. ○ The LHS notes that, unlike many other local government areas, MLEP does not prescribe minimum lot or dwelling sizes for residential development (with the exception of the recent addition of dual occupancy) within any zone in Mosman providing flexibility for smaller infill developments. This approach has supported the delivery of well-designed boutique medium-density housing throughout Mosman which is reflected through 65% of all housing stock in Mosman being medium and high-density dwellings. ▪ Unlike the LMR, the planning proposal will facilitate the provision of affordable housing in perpetuity through LEP amendments and a new affordable housing approach. This planning proposal includes amendments to MLEP to effect these contribution rates via a key sites clause and a new Affordable Housing Map. The Masterplan will therefore

SEPP	Consistent/ Inconsistent	Comment
		facilitate the delivery of affordable housing units in perpetuity that would not otherwise be delivered. ▪ Unlike the LMR, the planning proposal will ensure new development provides future residents with a superior level of amenity with the delivery of local infrastructure in conjunction with development. ▪ The planning proposal directs housing growth to a highly accessible location that can make efficient use of existing infrastructure, transport connections and social infrastructure, reducing vehicle reliance ▪ The planning proposal minimises adverse climate and environmental impacts of new housing development through improved urban design, design excellence, opportunities for increased landscaping and tree canopy, and consideration of climate resilience measures including urban heat ▪ The primary intent of the planning proposal is to provide an alternative to the LMR which is having unintended consequences. By establishing a place-based approach that responds to Mosman's character, heritage and local context, the Masterplan ensures future housing is designed in a way that reflects and enhances its locality.
State Environmental Planning Policy (Biodiversity and Conservation) 2021	Consistent	This planning proposal does not contain provisions that would contradict or hinder the application of this SEPP. The Biodiversity Statement (Attachment N) identifies that the Masterplan will protect and improve environmental values by strengthening habitat connectivity through the urban landscape, including the provision of deep soil zones within building setbacks to support large-canopy tree planting, extensive street tree planting and new and revitalised public open space areas. Tree canopy cover recommendations are also identified with the Urban Design Report. Collectively these measures will enhance biodiversity.
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	Consistent	This planning proposal does not contain provisions that would contradict or hinder the application of this SEPP.

SEPP	Consistent/ Inconsistent	Comment
State Environmental Planning Policy (Industry and Employment) 2021	Consistent	Compliance with the standards outlined in Chapter 3 of the SEPP will be required for future development applications seeking consent for advertising or signage. This planning proposal does not contain provisions that would contradict or hinder the application of this SEPP.
State Environmental Planning Policy (Planning Systems) 2021	Consistent	This planning proposal does not contain provisions that would contradict or hinder the application of this SEPP.
State Environmental Planning Policy (Resilience and Hazards) 2021	Consistent	This planning proposal does not contain provisions that would contradict or hinder the application of this SEPP. The planning proposal is supported by preliminary site investigation (Attachment J) for several sites within the Masterplan area. The planning proposal is consistent with this SEPP by ensuring any contaminated land is appropriately assessed and, where required, will be remediated before the land is used for that purpose.
State Environmental Planning Policy (Sustainable Buildings) 2022	Consistent	This planning proposal does not contain provisions that would contradict or hinder the application of this SEPP. Compliance with the standards outlined in Chapters 2 and 3 of the SEPP will be required for future development applications.
State Environmental Planning Policy (Transport and Infrastructure) 2021	Consistent	The SEPP aims to facilitate the effective delivery of infrastructure across the state and establishes requirements for development that is likely to increase demand for infrastructure, services and facilities. The planning proposal does not contain any provisions that will impede the operation of this SEPP.

The following SEPPs were deemed not applicable to the planning proposal:

- State Environmental Planning Policy (Precincts—Regional) 2021
- State Environmental Planning Policy (Precincts—Western Parkland City) 2021
- State Environmental Planning Policy (Primary Production) 2021
- State Environmental Planning Policy (Precincts—Central River City) 2021
- State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021
- State Environmental Planning Policy (Resources and Energy) 2021

Section C – environmental, social, and economic impact

Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected because of the proposal?

No. The Biodiversity Statement (Attachment N) identifies that none of the flora, fauna or threatened ecological communities sites identified in the Mosman Flora and Fauna Survey 2022 are located within the Masterplan area. Accordingly, the proposed amendments to the MLEP would not adversely affect any critical habitat or threatened species, populations or ecological communities, or their habitats.

Q8. Are there any other likely environmental effects of the planning proposal and how are they proposed to be managed?

The Mosman Masterplan seeks to minimise environmental effects when compared with the LMR policy. Impacts including overshadowing, views impacts and visual amenity are improved under the Masterplan via height transitions and locating larger buildings on the ridges and transitioning down to lower scale development and the scenic protection areas.

The Mosman Masterplan underpinning this planning proposal contains a range of strategies and actions relating to environmental sustainability, at both an individual building and precinct level. These include:

- New requirement to address urban heat
- Increased tree cover
- Water sensitive urban design
- Measures to encourage public and active transport and reduce private car usage.

These matters will be detailed into guidelines in the forthcoming update to the DCPs.

Q9. Has the planning proposal adequately addressed any social and economic effects?

The planning proposal has considered the potential social and economic effects of the masterplan having regard to the relevant considerations outlined and demonstrates that it will deliver a range of positive social and economic effects, in this regard:

- The Masterplan delivers significant public benefits through the provision of increased housing supply and diversity, opportunities for affordable housing, protection and growth of local employment, new and enhanced public open space, civic areas, parks, plazas and improved green infrastructure. Increased tree canopy, landscaping and environmental enhancements will improve urban amenity, comfort, biodiversity and climate resilience while supporting community health and wellbeing.
- The proposal does not introduce additional impacts on Aboriginal or non-Aboriginal cultural heritage as addressed elsewhere in this planning proposal. Existing heritage items and conservation areas will continue to be considered, planned for and protected through the applicable planning

controls, with the Masterplan reinforcing the ongoing conservation of heritage-significant buildings and places.

- While a specific jobs target does not apply, as Mosman is identified as a Local Centre under the Sydney Plan, the proposal is expected to support increased local employment through additional commercial and mixed-use development. The expansion of the E1 Local Centre zone, the application of non-residential floor space ratio controls, and the renewal of existing commercial areas will protect employment-generating floor space and provide opportunities for health, education, research, innovation, creative industries and other local businesses.
- The Planning Proposal is not expected to adversely affect freight logistics or the operation of the wider freight network. In fact, the Transport Study (Attachment C) contemplates micro-freight hubs in the future to minimise service vehicle trips.
- The proposed planning framework promotes high-quality urban design, active street frontages, design excellence, improved pedestrian and cycling connections, universal accessibility, and public domain upgrades to ensure that growth delivers positive community outcomes.

Section D – Infrastructure (Local, State and Commonwealth)

Q10. Is there adequate infrastructure (physical and social) for the planning proposal?

Alongside this planning proposal, Council is progressing a new Section 7.12 Local Infrastructure Contributions Plan that reflects a shift in local infrastructure needs and priorities following the implementation of the LMR and subsequently the development of the Mosman Masterplan. A draft s7.12 Local Contributions Plan is provided in Attachment F.

The Community Infrastructure Needs Assessment (within Attachment E) has informed the preparation of the planning proposal. The community infrastructure needs assessment (CINA) considered the following questions:

- What type of community services and infrastructure will this community require?
- Can future service and infrastructure demands be accommodated in existing infrastructure?
- What types of community services and infrastructure should be delivered as part of the future development?

Following an audit of existing assets, spatial accessibility of each asset type, and benchmarking to identify future demand, the CINA identifies the community infrastructure Mosman's future population will require. The findings of the CINA have been used as an input to the Masterplan and the new 7.12 Local Contributions Plan and will also be used to inform broader Council infrastructure decisions and advocacy.

The Transport Study (Attachment C) identifies a critical need for further State investment in transformative change to the Spit and Military Road corridor across all facets of transport management, including infrastructure, planning, services, education and technology. Council will continue to consult with TfNSW and advocate strongly for recognition of the urgent need for State infrastructure improvements in this corridor within the Sydney Infrastructure Opportunities Plan.

Part 4: Maps

This planning proposal seeks to create the following MLEP maps:

Map 9.1	Proposed Amended Land Zoning Map
Map 9.2	Proposed Amended Height of Buildings Map
Map 9.3	Proposed Amended Floor Space Ratio Map
Map 9.4	Proposed Key Sites Map
Map 9.5	Proposed Amended Heritage Map
Map 9.6	Proposed Active Frontage Map
Map 9.7	Proposed Affordable Housing Map
Map 9.8	Proposed Minimum Street Frontages Map

Refer to Attachment B Maps for further information. Attachment B also provides a key map amendment analysis comparing the existing and proposed maps across the Masterplan area.

Part 5: Community consultation

The Masterplan Principles and two Masterplan Options were placed on early community consultation from Tuesday 28 April to Sunday 24 May 2026. The engagement program was supported by Council’s Communications Team and CRED, engagement specialists and Taverner Research Group, an independent market research company.

The engagement program totaled 4000 instances of engagement through a variety of touch points. The Engagement Outcomes Report prepared by CRED Consulting (Attachment Q) outlines in detail the community engagement program and the matters raised through feedback. The Engagement Outcomes Report identifies that the following key insights emerged from feedback provided by the community:

- The Mosman community engaged with this process in large numbers, reflecting its importance
- The community is divided on a preferred masterplan option
- The community is united on what they value most about the Mosman area
- Protecting amenity and established character are the community's highest priorities for the Masterplan Principles, with infrastructure the most notable gap
- The community expressed the urgent need for transport infrastructure to be addressed alongside future growth
- Residents want growth directed to the right places.

Community feedback indicates strong support for progressing the Masterplan. While some concerns were raised during the consultation, the overall response demonstrated a clear preference for proceeding with a form of the masterplan. Council’s response to submissions is outlined within the Report and Resolution of the Extraordinary Council Meeting held on Tuesday 30 June 2026 (Attachment R).

As part of the early stakeholder and community consultation process, briefing sessions were undertaken with a number of agencies, outcomes of this consultation is provided in Table 7.

Table 7 Overview of stakeholder briefing sessions

Agency	Overview
Transport for NSW (TfNSW)	A series of workshops were undertaken with multiple TfNSW teams to discuss active transport, road network constraints, pedestrian safety, public transport, parking, potential infrastructure upgrades and funding opportunities. TfNSW emphasised the importance of promoting active and sustainable travel, noting the popularity of ferry services and the benefits of concentrating housing growth close to the Spit Road/Military Road corridor where access to public transport is strongest. Transport for NSW indicated interest in continued collaboration as the project progresses.

Agency	Overview
Heritage NSW	Heritage NSW emphasised the importance of managing impacts on heritage items and conservation areas through appropriate transitions, setbacks, deep soil landscaping and retention of mature trees. They suggested considering FSR redistribution near State Heritage Items, highlighted heritage incentive schemes used by other councils, and noted the importance of Aboriginal cultural heritage considerations.
Homes NSW	Homes NSW advised they have no current plans for either of the sites included in the Masterplan Options and have not recently reviewed these sites for redevelopment potential. They would assess both sites should the proposed uplift proceed, however, noted that older housing stock is desirable as it tends to have lower ongoing maintenance and operational fees.
Ausgrid	Ausgrid advised that the zone substation at 37 Harbour Street is a critical piece of infrastructure that was recently upgraded and is expected to remain in its current location for the foreseeable future. Ausgrid encouraged Council to consider measures that facilitate future electrification, including EV charging infrastructure, load management systems and provisions that enable efficient retrofitting of buildings. Ausgrid noted that detailed growth and demand forecasting is undertaken using data from government and industry sources and expressed interest in sharing the outcomes of future research relevant to local energy planning.
Sydney Water	Discussion with Sydney Water focused on the master planning process, anticipated growth, and infrastructure servicing considerations. Sydney Water emphasised the importance of referring major development proposals for review where appropriate. While unable to comment broadly on servicing capacity, they advised that any infrastructure constraints are best considered on a site-specific basis and may require upgrades to support future growth. Sydney Water expressed interest in maintaining ongoing engagement with Council as the project progresses.
Northern Sydney Local Health District	Discussion with Northern Sydney Local Health District (NSLHD) focused on healthy communities, connectivity, housing, and community infrastructure needs. They highlighted the importance of improving pedestrian connections across Spit Road, supporting active transport and healthy place outcomes. Key needs identified included affordable housing, key worker accommodation, and early childhood education facilities. NSLHD also offered to share relevant liveability data and advised that it would like to remain involved in the project as it progresses.
Sydney Harbour Federation Trust	Discussion with the Sydney Harbour Federation Trust focused on residential amenity and liveability outcomes. They provided insights into the utilisation of local recreation and community facilities, noting the increasing use of several existing facilities. The Sydney Harbour Federation Trust indicated it wished to remain informed as the project progresses.

Agency	Overview
Taronga Zoo	Representatives from Taronga Zoo noted an overview of the Mosman Masterplan. They advised that their car park is at capacity during peak periods and welcomed opportunities for active and public transport modes.

The public exhibition following Gateway determination will be undertaken consistent with the Gateway determination and all legislative requirements. It is intended that an extensive consultation program be undertaken including:

- Online engagement including dedicated website and social media
- Email notifications to addresses provided during early consultation
- Letterbox-drop to households and letters/emails to property owners
- Community information sessions and notice in the Mosman Daily (local newspaper).

Given the extensive consultation that has already occurred for the Mosman Masterplan, it is requested that consideration be given to allowing a reduced period for public exhibition.

Part 6: Project timeline

The following timeline for the planning proposal is an estimation only.

Table 8 Indicative project timeline

Agency	Overview
Mosman Local Planning Panel	August 2026
Council resolution to proceed	August 2026
Gateway determination	October 2026
Pre-exhibition	Mid-October 2026
Commencement and completion of public exhibition period	November/December 2026
Consideration of submissions	January 2026
Post-exhibition review and additional studies	February 2027
Submission to the Department for finalisation (where applicable)	February 2027
Gazettal of LEP amendment	March 2027

Standard Study Requirements for planning proposals

The Department of Planning, Housing and Infrastructure's Local Environmental Plan Making Guideline (July 2026) outlines the supporting documentation required for planning proposals. Table 11 identifies the required supporting documentation for this planning proposal alongside further studies requested through the scoping proposal response and additional Council-prepared studies provided to inform better planning outcomes.

Table 9 Overview of technical studies prepared for the planning proposal

Study	Requirement	Applicable
Statutory Context	A Planning Proposal Report	Yes. The planning proposal is consistent with this requirement.
1. Environmental Constraints		
1.1 Contamination 'Likely required'	A Preliminary Site Investigation (PSI) may be required in accordance with s9.1 P5.4 <i>Contaminated Lands and the State Environmental Planning Policy (Resilience and Hazards) 2021</i> and if mapped as Acid Sulfate Soils to provide sufficient information that the site is suitable in its current state, or if contaminated that it can be appropriately remediated and made suitable for the proposed land use.	Yes. Attachment J - Preliminary Site Investigation for a number of sites within the Masterplan area. Attachment M - Acid Sulfate Soils Assessment
1.2 Flood and Water Management 'May be required'	A Flood Impact and Risk Assessment (FIRA) may be required where a proposal is identified on flood prone land. A water cycle and stormwater management strategy may be required for greenfield or large-scale planning proposal sites, or sites located alongside riparian corridors. The proposal needs to demonstrate that the quantity and quality of water can be managed within the proposed development and if feasible have dual purpose e.g. use as passive public open space.	Yes. Attachment K - Flood Impact and Risk Assessment Attachment L - Water Cycle and Stormwater Management
1.3 Bush Fire Risk 'May be required'	A Bushfire Fire Constraints Assessment Report may be required when a proposal site is impacted or likely to be impacted by bushfire, or as defined in legislation.	Not required. This planning proposal does not apply to land that will affect, or is in proximity to, land mapped as bush fire prone land.
1.4 Biodiversity	A Biodiversity Statement may be required where the proposal may impact biodiversity and biodiversity	Yes.

Study	Requirement	Applicable
'Likely required'	values. Assess any biodiversity impacts associated with the development in accordance with the <i>Biodiversity Conservation Act 2016</i> .	Attachment N - Biodiversity Statement
1.5 Heritage	A preliminary Aboriginal Cultural Heritage Assessment Report (ACHAR) may be required where there is, or a potential to be, impacts on areas, objects, places or landscapes of heritage significance to Aboriginal culture and landscape.	Yes.
'May be required'	Where there is potential for direct or indirect impacts on the heritage significance of environmental heritage, provide a Preliminary Statement of Heritage Impact and Archaeological Assessment (if potential impacts to archaeological resources are identified), prepared in accordance with the relevant guidelines, which assesses any impacts and outlines measures to ensure they are minimised and mitigated.	Attachment O - Aboriginal Cultural Statement Attachment D – Heritage Review
1.6 Coastal Risk	A Coastal Risk Assessment may be required for planning proposals on land to which Chapter 2 of the State Environmental Planning Policy (Resilience and Hazards) 2021 relates.	Not required. The masterplan area does not have land to which Chapter 2 of the Resilience and Hazards SEPP 2021 relates.
'May be required'		
2. Social and Economic		
2.1 Public Space/Landscape Strategy	A Public Space / Landscape Strategy may be required when open space or significant landscaping is proposed. It should address/include the following (as relevant) via the reference scheme:	Yes.
'May be required'	How the proposal maximises the amount, access to and quality of public spaces and establishes green infrastructure principles in accordance with the GANSW Greener Cities Framework and Sydney Green Grid.	Attachment A – Urban Design Report
2.2 Social and Community Needs Assessment	A Social and Community Needs Assessment (SCNA) may be required to assess any additional demand social and community facilities and services. It should address/ include the following (as relevant):	Yes.
'May be required'	Analysis of demographic context and trends, existing and planning social and community infrastructure including, schools, tertiary education and childcare facilities, community facilities, open space, and recreation	Within Attachment E - Community Infrastructure Needs Assessment

Study	Requirement	Applicable
2.3 Economic Assessment 'May be required'	An Economic Assessment may be required to assess changes to employment land demand, conversion of employment land and town centres and where a planning proposal does not meet affordable housing policy requirements set by State government policy.	Attachment A – Urban Design Report (Appendix F land use analysis and existing jobs calculation) Attachment G – Feasibility Analysis Attachment H – Development Feasibility Analysis for Key Sites (commercial in confidence) Noting an economic assessment is identified as 'may be required' an economic assessment is not considered necessary as the Masterplan does not introduce a significant expansion of commercially zoned land or materially alter the strategic retail hierarchy. The proposed extension of the E1 Local Centre zone is minor and primarily rationalises the existing fragmented pattern of retail and commercial development. The masterplan facilitates the consolidation and redevelopment of existing commercial uses into more efficient and contemporary building footprints, improving the functionality and viability of the centre. Rather than creating a substantial increase in retail floorspace or generating significant economic impacts, the proposal supports the renewal of existing commercial activity and provides opportunities for a broader range of businesses to establish within the centre, consistent with its intended role and function.
3. Built Form and Urban Design 'Likely required'	Where greenfield and infill/renewal planning proposals propose a built form outcome, an urban design study may be required. It should demonstrate/include the following (as relevant): ▪ A detailed site and context analysis that identifies strategic context, opportunities and constraints and key issues to be considered. ▪ The vision and proposed future character. ▪ Built form outcomes including numeric and assumptions made for all land uses, site area, gross floor area (GFA) breakdown, floor space	Yes. Attachment A – Urban Design Report

Study	Requirement	Applicable
	ratio (FSR), building heights, dwelling size and mix, yield analysis, and open space ▪ A response to Country. Refer to the Government Architect New South Wales (GANSW) Connecting with Country Framework	
4. Reference Scheme and Environmental Amenity 'May be required'	Prepare a reference scheme or specific environmental amenity impact assessments only where high-density built form, infill development, or sensitive interface issues are proposed or anticipated. ▪ The preparation of a Reference Scheme may be required (as relevant for infill proposals) demonstrating built form feasibility and development capacity. ▪ Representative massing and testing of built form. This should identify the total developable area, identify land uses, detail proposed building heights, floor space ratios and building orientation and footprints, detail overshadowing and solar access of the public domain and surrounding buildings, and view analysis to significant landmark structures. ▪ Assessment of amenity impacts including, solar access, visual privacy, view loss and view sharing, and any preliminary wind impacts if the proposal is located in a high-density urban centre or where wind is an identified potential issue.	Yes. Attachment A – Urban Design Report
5. Infrastructure Requirements and Utilities		
5.1 Utility and Infrastructure Servicing Strategy 'Likely required'	An assessment of current utility infrastructure capacity (water, sewer, electricity, gas, NBN) and identify any constraints or required upgrades.	Yes. Within Attachment E – Infrastructure Summary Report
5.2 Infrastructure Delivery Plan 'May be required'	An Infrastructure Delivery Plan (IDP) may be required for large or complex proposals to demonstrate where infrastructure is identified and clarify the delivery path and funding arrangements. It should address/include the following (as relevant): ▪ Timing, staging, cost estimates, and delivery responsibilities. ▪ A Development Staging Plan summarising sequencing of land use, dwelling yield, and supporting infrastructure.	Yes. Attachment F – Draft Infrastructure Contributions Plan
6. Traffic, Transport and Accessibility		

Study	Requirement	Applicable
6.1 Traffic and Transport Study 'Likely required'	Required to identify local and regional transport requirements needed to support future development.	Yes. Attachment C – Transport Study
6.2 Transport Management and Accessibility Plan 'May be required'	For complex planning proposals that result in regional transport infrastructure investments, a Transport Management and Accessibility Plan giving consideration to TfNSW's Transport Management and Accessibility Plan (TMAP) Guidelines 2024 may be required. The TMAP should include: ▪ Identification of the existing and future movement and place context for the site. ▪ A summary of the proposal and anticipated change in travel demand. ▪ An outline of the infrastructure service and policy responses (including staging and sequencing). <i>Note: Where new or updated modelling is required, it should be relevant to the scope of the proposal and commensurate with the level of detail and potential impact of the proposal.</i> As a guide: ▪ Strategic transport modelling may help to understand future travel demands and patterns, ▪ Mesoscopic traffic modelling may inform how traffic is assigned across a precinct where there are multiple route choices, and ▪ Intersection modelling may help to understand traffic performance and key intersections and potential land requirements to be identified in Land Reservation Acquisition maps.	Attachment C – Transport Study (in part addresses TMAP) Not required. This planning proposal does not result in regional transport infrastructure investments.
7. Ecological Sustainable Development	Additional study**	Yes. Attachment P – Ecologically Sustainable Development
8. Public Art	Additional study**	Yes. Attachment I – Public Art Investment and Delivery Framework Interim
9. Feasibility	Feasibility Analysis Development Feasibility Analysis for Key Sites (commercial in confidence)	Yes. Attachment G – Feasibility Analysis Attachment H – Development Feasibility Analysis for Key Sites (commercial in confidence)



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