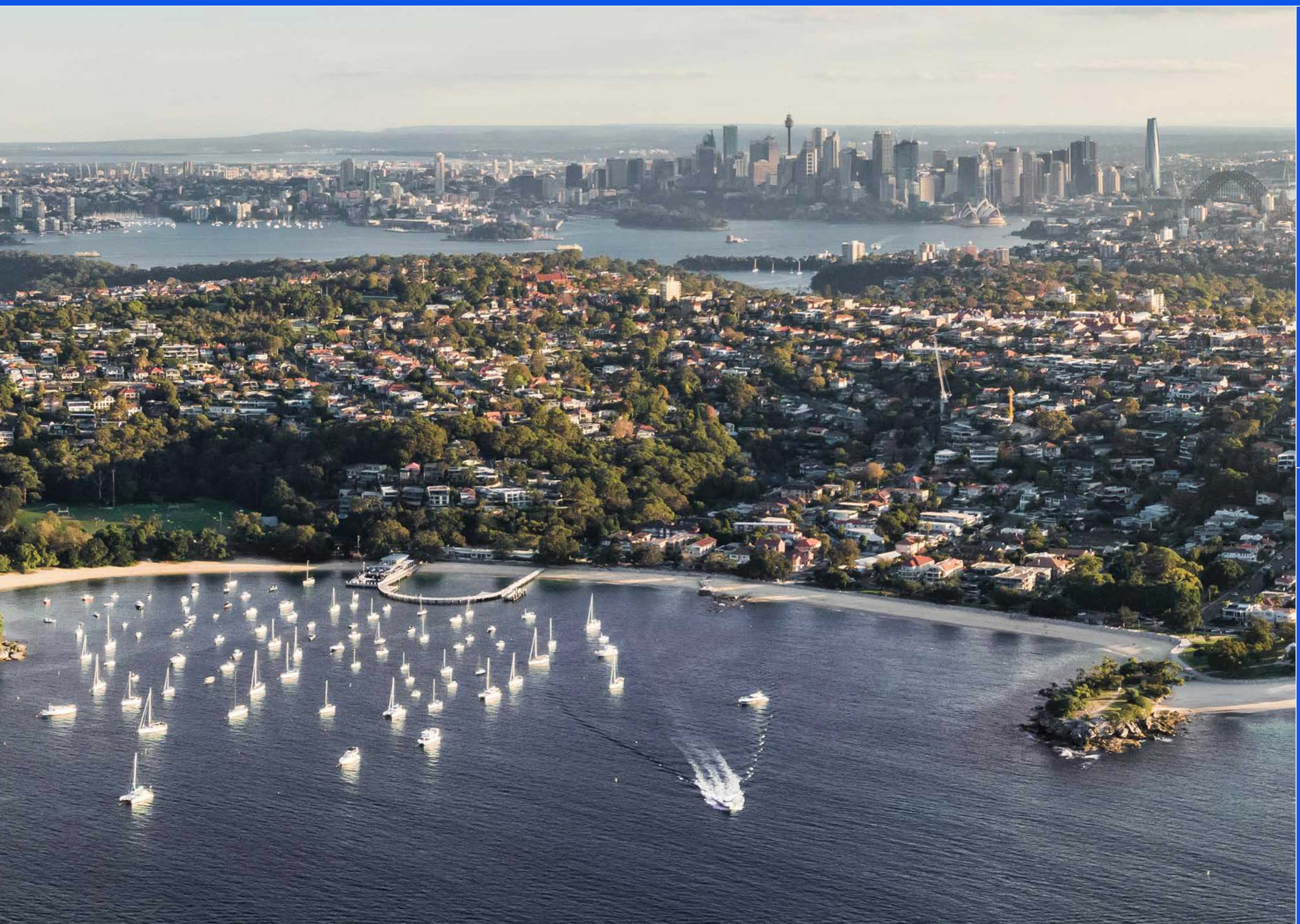
A

Urban Design Report

Mosman Masterplan

Urban Design Report



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Borogegal and Cammeraigal Country
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Prepared for
Mosman Council

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03

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SJB acknowledges the Traditional Custodians of the lands, waters, and skies, and their perpetual care and connection to Country where we live and work. We support the Uluru Statement from the Heart and accept its invitation to walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people towards a better future.

We believe that inequity enshrined in our society continues to significantly disadvantage First Nations colleagues, friends, and community. Following the referendum, we are personally and professionally recommitting our support of Aboriginal and Torres Strait Islander people. We will continue to strive for (re)conciliation by acting with integrity and passion, in an effort to address this imbalance in our country and create lasting generational change.

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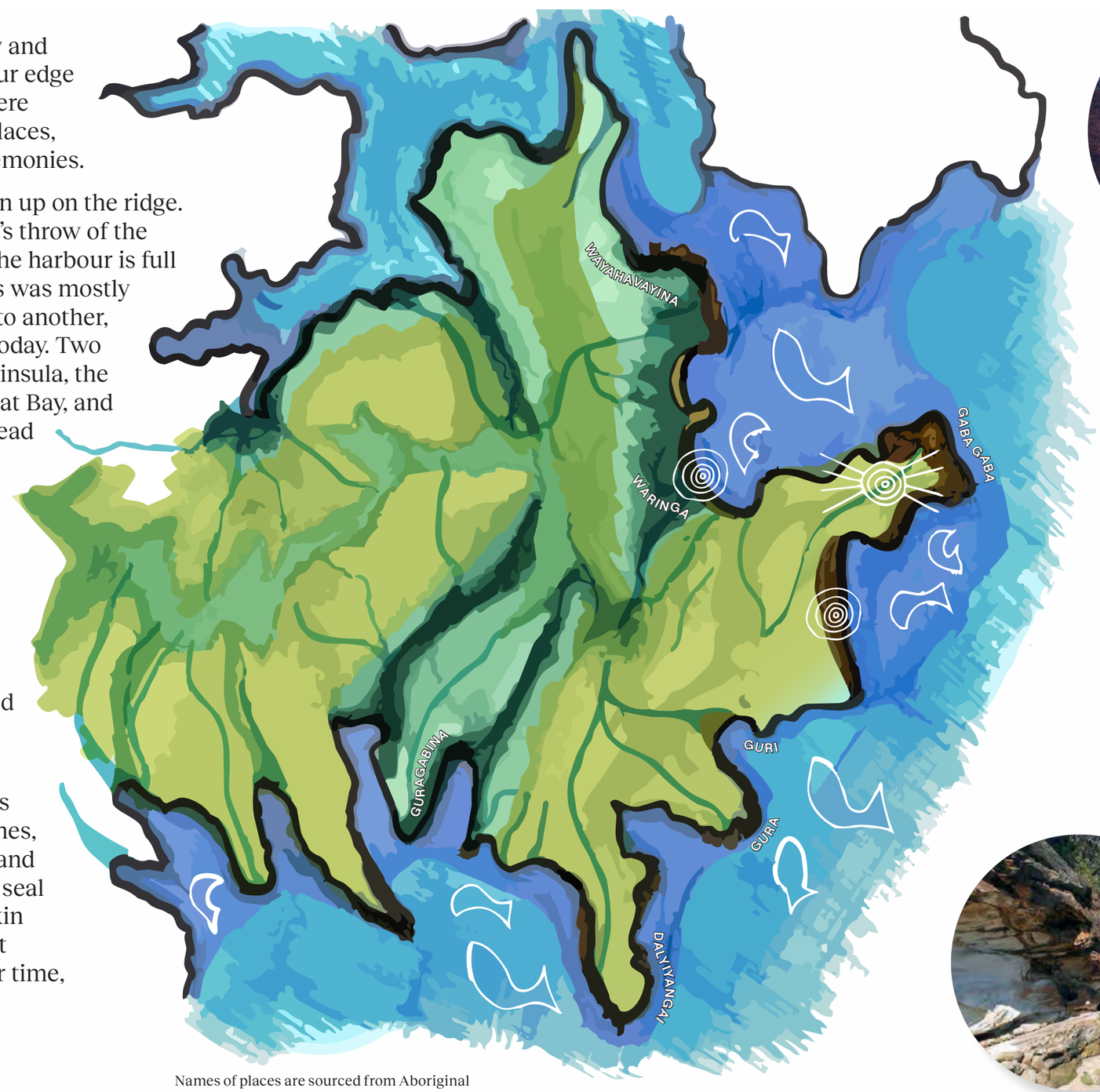
The **Camaraigal** are the custodians of this land, known as a **saltwater people** whose law and daily life were tied to the harbour itself. The harbour edge was their primary food source, the rock shelters were campsites, the high ridge was the route between places, and certain dramatic points were set aside for ceremonies.

Life clustered tightly along the **water**, far more than up on the ridge. Most shelters and shell **middens** sit within a stone's throw of the shoreline, tucked under the sandstone overhangs the harbour is full of. The high ground that Military Road now follows was mostly a path through, a quick way from one fishing spot to another, and the same ridgeline still carries the main road today. Two neighbouring groups seem to have shared this peninsula, the Camaraigal around the northwest, near Quakers Hat Bay, and the Borogegal to the southeast, around Bradleys Head and Chowder Bay. Each left engravings with their own particular character.

Middle Head feels different from everywhere else the moment you stand there. It is the most exposed, dramatic point on the whole peninsula, facing straight out toward the mouth of the harbour, and unlike anywhere else in Mosman, its engravings are entirely of **sea creatures**, with no shelter or midden anywhere nearby. No one camped there. It was a place you visited for a reason, not a place you lived.

Balmoral, by contrast, was about everyday life. Digs there turned up an extraordinary variety of fish bones, morwong, bream, snapper, flathead, leatherjacket and more, along with kangaroo, wallaby, possum, even seal and dugong, some clearly butchered for food. Watkin Tench, watching the Camaraigal in 1789, wrote that fishing seemed to engross nearly the whole of their time, and Balmoral bears that out entirely.



Names of places are sourced from Aboriginal Clans and Place Names of Sydney Harbour, Compiled by Jeremy Steele - 2015

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1 Introduction

Executive summary

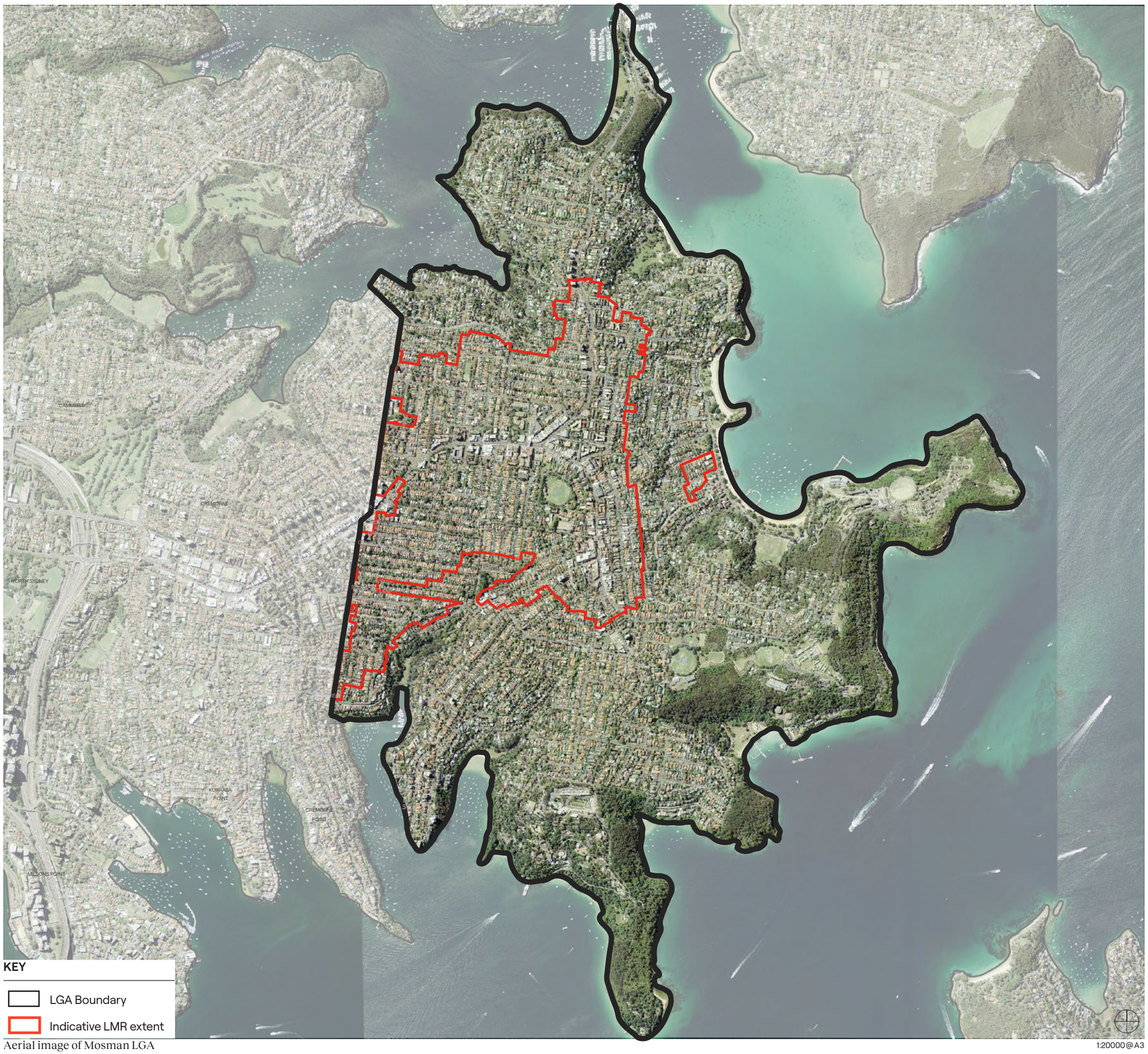
In December 2025, SJB was appointed by Mosman Municipal Council (Council) as specialist urban design consultants to support the preparation of the Mosman Masterplan, a Council-led alternative to the NSW Government's Low and Mid-Rise Housing Policy (LMR policy). The Masterplan's central objective is to redistribute the additional housing capacity prescribed under the LMR policy into a place-based alternative that delivers an equivalent quantum of housing while supporting high-quality urban design and ensuring future growth is responsive to Mosman's character, environmental setting and heritage values.

The LMR policy seeks to enable low-rise housing diversity and mid-rise residential development in well-located areas, increasing housing supply in proximity to centres, public transport and services. Mosman and Cremorne are both identified as LMR centres within this framework. While the policy provides a consistent approach to housing delivery, the broad application of uniform development controls across Mosman does not adequately reflect the area's local character, topography, environmental sensitivity and heritage qualities.

The Mosman local government area (LGA) is located approximately 8 kilometres north-east of the Sydney CBD, on a prominent peninsula framed by Sydney Harbour to the south and Middle Harbour to the north. The area is characterised by steeply sloping topography, extensive harbour foreshore, sheltered beaches and significant natural landscapes.

Mosman contains a rich cultural and environmental heritage, including numerous heritage-listed items, conservation areas and intact early twentieth-century residential streetscapes. Key destinations such as Taronga Zoo, The Heads and Sydney Harbour National Park contribute to the area's landscape character and reinforce its scenic and environmentally sensitive setting. The road network predominantly follows the ridgelines, providing elevated vantage points with views to Sydney Harbour, Sydney Harbour Bridge, the Sydney Opera House, and surrounding natural landscapes.

The Mosman Masterplan adopts a place-responsive methodology that builds on the housing objectives of the LMR policy through a detailed review of the Mosman LGA. Rather than applying the uniform 800-metre catchments 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 policy.



Aerial image of Mosman LGA

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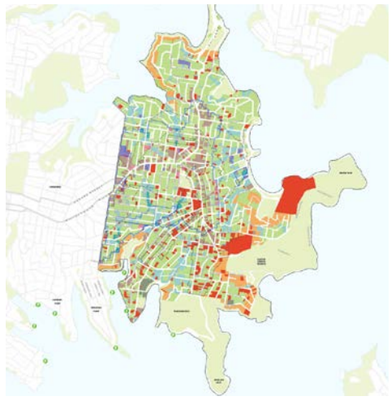
Structure of this report

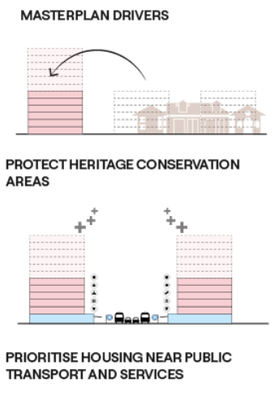
This Urban Design Report has been prepared in support of the planning proposal for the Mosman Masterplan. It documents the urban design analysis, testing and evaluation undertaken to develop the Masterplan, from the initial site and place-based analysis through to the implementation strategy and associated amendments to the Local Environmental Plan (LEP).

The snapshot below provides an overview of the report structure and the sequencing of each section:



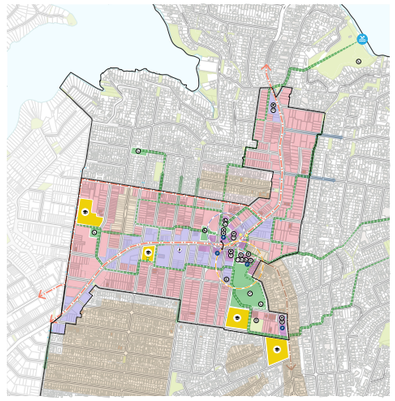
Place understanding

This chapter provides an evidence-based understanding of place across the LGA. It synthesises site and precinct analysis into a clear set of opportunities and constraints, including environmental, infrastructure, access, heritage, social and economic factors. The analysis also establishes an initial view of development feasibility and capacity by identifying site-specific constraints (natural, physical, regulatory and economic) and assessing each site's ability to redevelop within the masterplan timeframe.



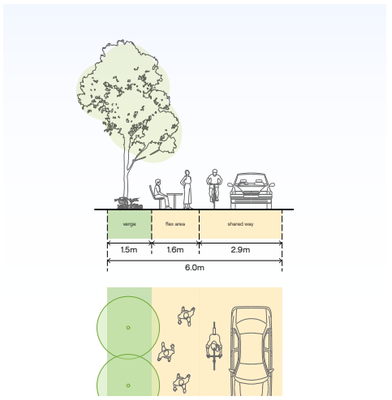
Principles and drivers

This chapter outlines the guiding design principles that inform the Mosman Masterplan and provide a consistent approach for identifying locations suitable for future housing growth. It also identifies the drivers that translate these principles into place-based outcomes for Mosman. Together, the principles and drivers provide the rationale for how housing targets can be accommodated in the most suitable locations while respecting local character and reinforcing strategic planning objectives.



Design concept

This chapter establishes the overarching vision for the masterplan. It acknowledges the need for change and articulates the type of change sought through a vision statement and key strategic moves. It positions Mosman's contribution to meeting broader housing needs, including supporting longer-term housing choice and affordability, through a place-led and community-informed approach. The chapter confirms that proposed change is grounded in local context and engagement, rather than a desktop top-down methodology.

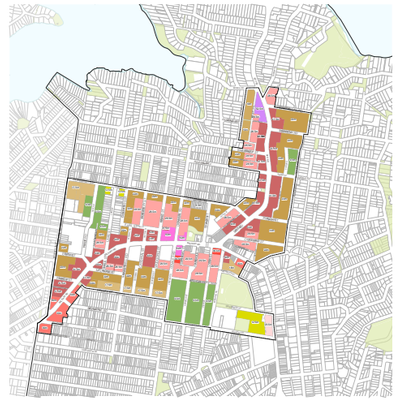


Urban design framework

The urban framework is a central component of the masterplan. It defines the desired future character of precincts and sites and provides an integrated set of structure plans addressing built form, land use, movement and access, and the public domain. The framework establishes a coherent spatial strategy to guide future development and infrastructure outcomes and to align local planning controls with the masterplan vision.

Structure plan by area

The frameworks and recommendations translate into structure plans providing greater detail on key aspects of the urban framework and outline measures that inform future planning provisions and provide interim guidance before the development control plans (DCP) are established to achieve the desired future character for each individual character area.



Implementation plan

This chapter outlines a clear pathway for delivery, including a snapshot of the statutory planning changes required to achieve the masterplan vision. It identifies proposed amendments to the Local Environmental Plan (LEP), including updates to Land Zoning, Floor Space Ratio (FSR), Height of Buildings (HOB) and provisions for identified key sites. The chapter also describes sequencing and considerations to support coordinated delivery over the masterplan period.

Design process

The flow chart summarises the design process undertaken to develop the Mosman Masterplan.

The process is structured as four sequential phases:

Learn and Review:
Gain a baseline understanding of Mosman as a physical place, including its urban structure, character, land use patterns, movement networks, and public domain, together with a review of the relevant statutory and strategic planning context for Mosman and the Greater Sydney Region.
Gain understanding of baseline feasibility, traffic and heritage as well as other relevant disciplines with early engagement of specialist consultants.

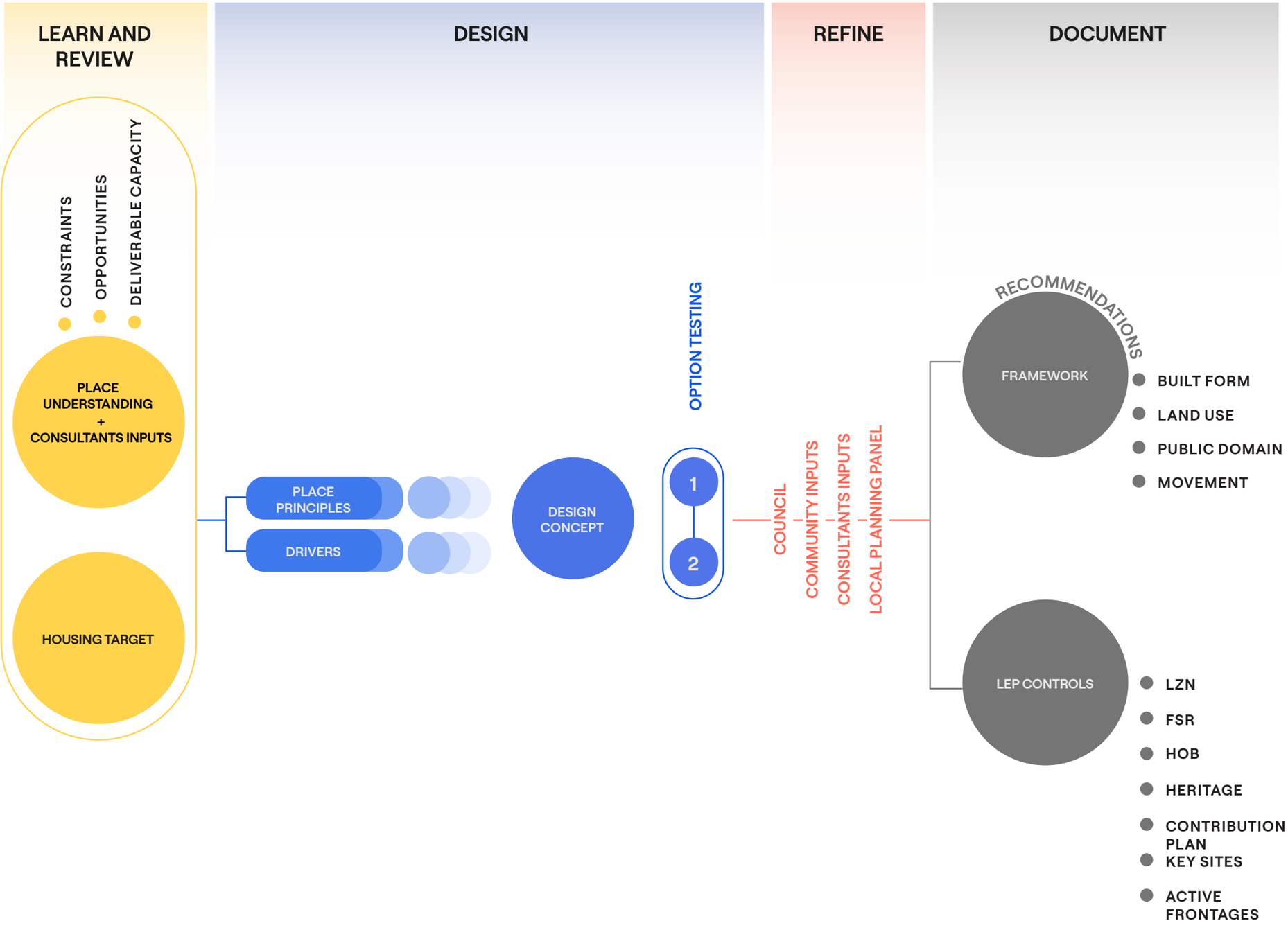
Design:
Prepare the Masterplan by establishing the place principles, key drivers and overarching vision for Mosman. These elements inform the preparation of concept design options, which are tested and refined through an evaluation process.

Refine:
Identify a preferred option informed by community feedback and supported by specialist technical inputs (including feasibility, economics, traffic and heritage).

Document:
Develop the preferred option into a comprehensive urban framework for the Masterplan area. The framework brings together the overarching strategies for built form, land use, movement and access, community infrastructure, public domain and open space. The framework is then expressed through a series of structure plans for sub-precincts, which reflect the future character envisaged by the Masterplan.

An implementation plan was then prepared to guide delivery of the Masterplan outcomes and to inform the proposed amendments to the Mosman Local Environmental Plan 2012 (MLEP). A summary of amendments to the Mosman Development Control Plans (MDCPs) is also identified.

Amendments to the MDCP will be drafted and exhibited for community feedback by the end of 2026.



Approach

The preparation of the Masterplan was guided by the requirement to achieve planning capacity equivalent to that anticipated under the LMR policy. Planning capacity refers to the amount of development, in this case housing, that be provided under the planning controls.

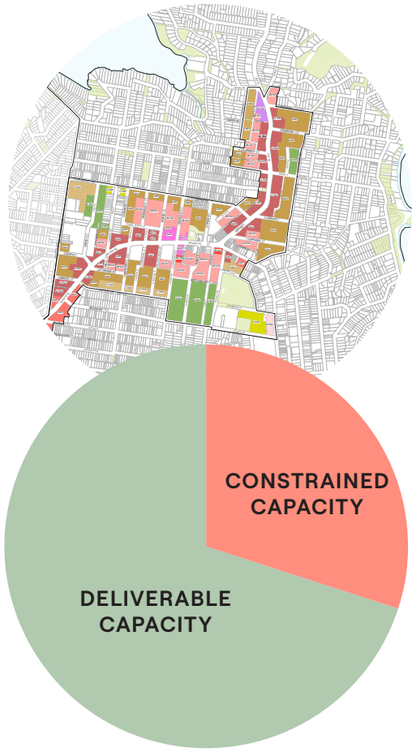
Not all planning capacity is expected to be realised within the Masterplan timeframe. While the proposed planning controls provide redevelopment potential across all identified sites, some are subject to constraints that may reduce redevelopment feasibility or delay redevelopment. For this reason, the Masterplan distinguishes between “deliverable capacity”, which is reasonably expected to be realised within the short-medium timeframe, and “constrained capacity”, which contributes to the overall planning capacity but is more likely to be realised over the longer term.

Accordingly, the estimated additional dwelling yield distinguishes between deliverable and constrained capacity. The Masterplan is articulated through three complementary components that collectively establish planning capacity, define the maximum built form and illustrate a potential built form outcome of the deliverable capacity.

Proposed Floor Space Ratio (FSR) Map (Planning Capacity)
The proposed FSR controls establish the planning capacity across the entire Masterplan area.

Building Envelopes
The building envelopes illustrate the maximum built form permitted under the proposed built form controls and apply across the entire Masterplan area. They represent the maximum development potential under the proposed controls, independent of site-specific feasibility or redevelopment timing.

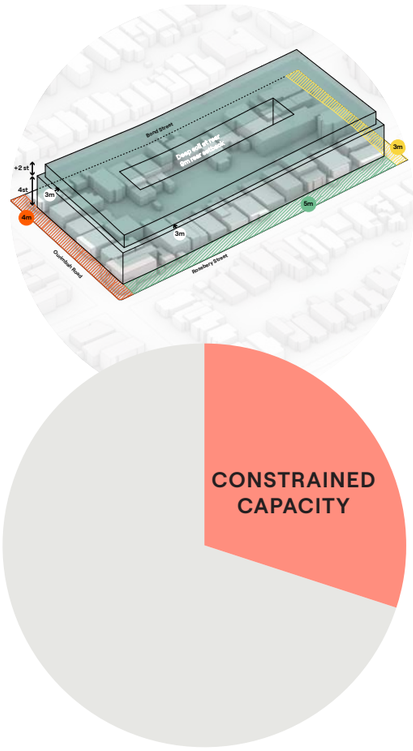
Reference Scheme (Deliverable capacity)
A 3D reference scheme has been prepared to illustrate the application of the proposed amendments to the MLEP controls and DCP controls for sites identified as deliverable. This illustrates a potential built form outcome for the deliverable capacity.



Planning capacity

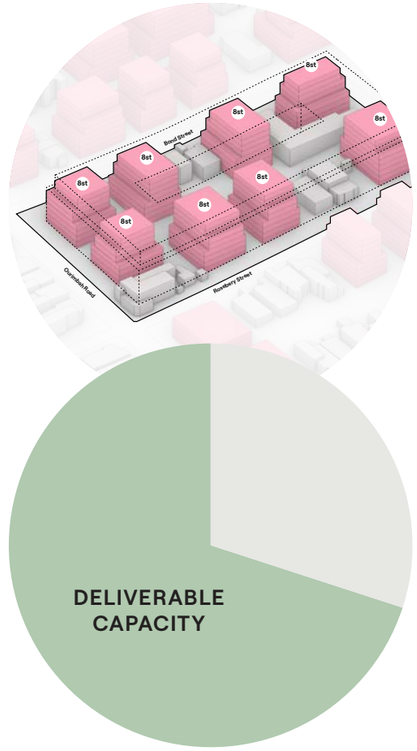
Planning capacity is the total dwellings that could be delivered on a site under the proposed FSR which determines tha gross floor areas permissible on each site.

The Masterplan must deliver an equivalent planning capacity to the Low and Mid Rise Housing Policy.



Constrained capacity

Constrained capacity refers to the dwellings that could be accommodated under the proposed planning controls on sites identified as constrained. These are sites that are less likely to develop within the short to medium term. Due to factors such as strata developments with more than 10 lots, schools, recently completed developments of high investment value, flood affected sites, and heritage items. While redevelopment is less likely in the short to medium term, these sites retain planning capacity under the proposed controls. Accordingly, the applicable built form controls continue to establish a maximum built form that could be achieved should redevelopment occur.



Deliverable capacity

Deliverable capacity refers to the dwellings that could be accommodated under the proposed planning controls on sites identified as deliverable. These are sites that are reasonably expected to redevelop within the Masterplan timeframe. Deliverable capacity excludes constrained sites, including heritage items, strata developments with more than 10 lots, flood-affected sites and biodiversity-affected sites.

The Masterplan distinguishes between deliverable and constrained capacity by preparing a reference scheme for deliverable sites, while constrained sites are excluded from the reference scheme and remain represented by the proposed planning controls.

The Low and Mid-Rise housing capacity

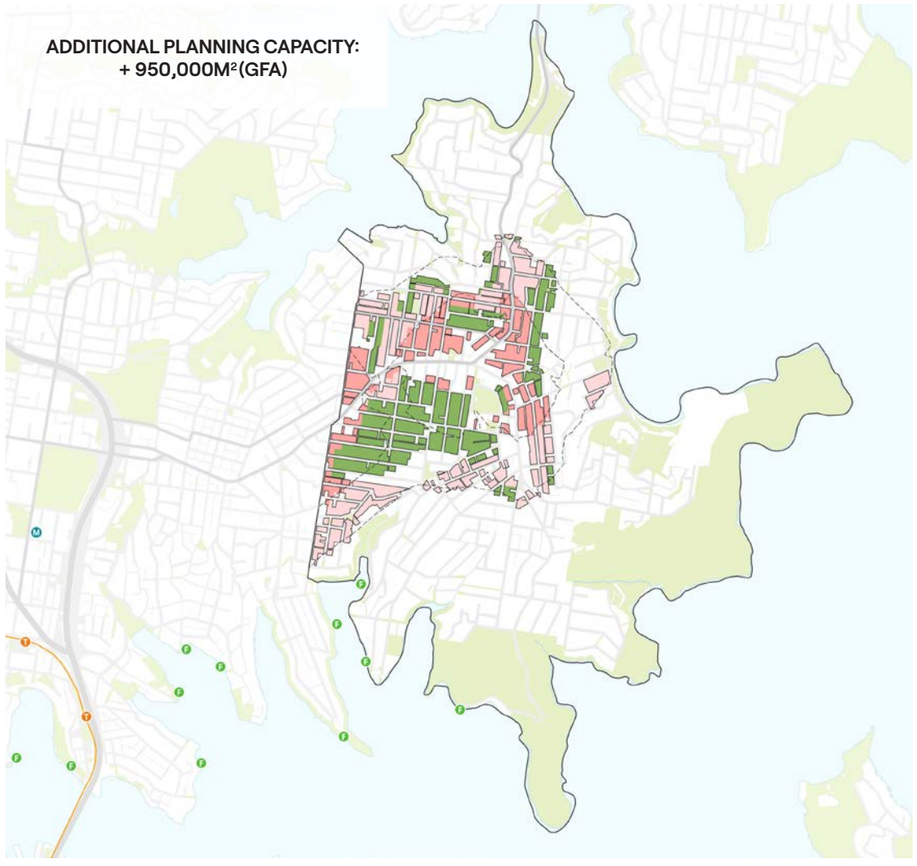
As the Masterplan is required to achieve planning capacity equivalent to that anticipated under the LMR policy, it was necessary to calculate the additional planning capacity generated by the reform.

For the purposes of this assessment, planning capacity has been measured as the additional gross floor area (GFA) achievable under the LMR controls beyond that permitted by the existing Mosman Local Environmental Plan (MLEP). This was determined by applying the relevant floor space ratio (FSR) to the site area using the following calculation:

Site area × permissible FSR = Gross Floor Area (GFA) capacity

This methodology was developed and applied in consultation with the Department of Planning, Housing and Infrastructure (DPHI). Using this approach, the LMR policy was calculated to generate approximately 950,000m² GFA of additional planning capacity.

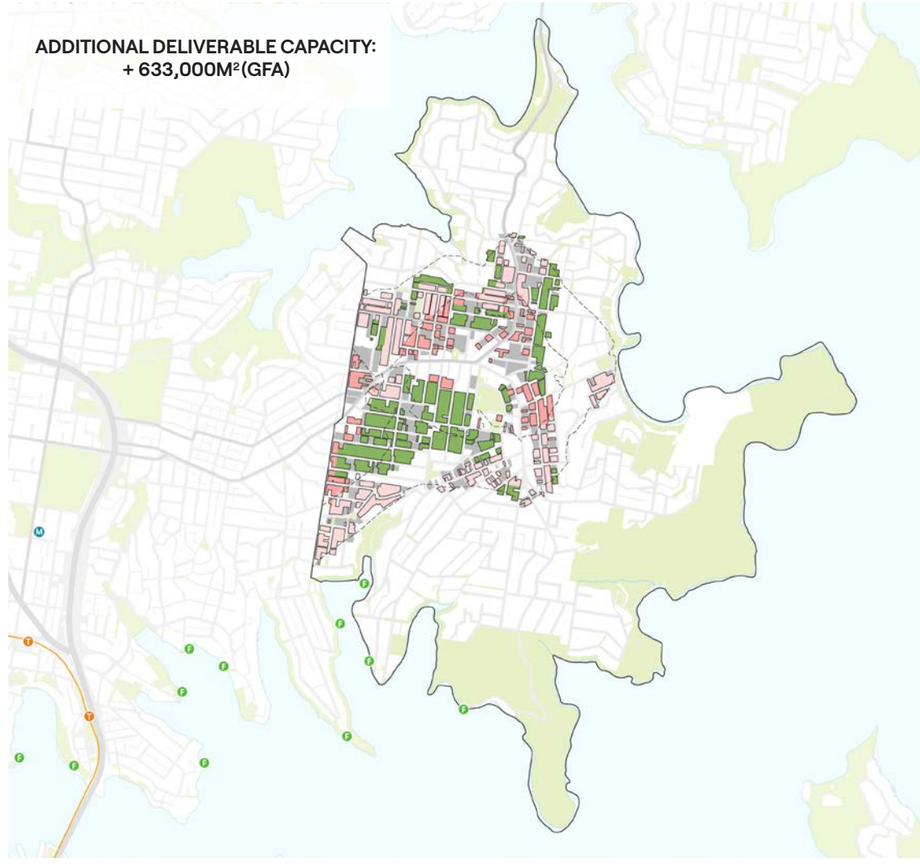
To provide a comparable benchmark for the Masterplan, the deliverable capacity was also calculated. Applying the same methodology to unconstrained sites results in a deliverable capacity of approximately 633,000m² GFA. This is equivalent to around 4,700 dwellings, based on an assumed average dwelling size of 134m².



LMR - planning capacity

The maximum GFA permissible under the LMR policy varies depending on zoning and distance from the LMR centre. The below table summarises the maximum FSR applicable to each lot within the LMR area.

Zoning	Catchment	FSR	HOB
R2	0-800m	0.8	9.5m
R3	0-400m	2.2	22m (max. 6 storey)
	400m-800m	1.5	17.5m (max. 4 storey)



LMR - deliverable capacity

Constrained sites are excluded from the deliverable capacity calculation. These sites revert to the existing LEP controls, meaning they generate no additional development capacity.

By applying LMR controls only to unconstrained sites, the analysis estimates the deliverable capacity under the LMR policy.

LMR additional deliverable capacity = Planning capacity (950,000m²) - Constrained capacity (317,000m²)

KEY

- LGA boundary
- LMR 400/800m catchments
- FSR 2.2:1 (0-400m R3 zone)
- FSR 1.5:1 (400-800m R3 zone)
- FSR 0.65 - 0.8:1 (0-800m R2 zone)
- Constrained sites within the LMR land application area

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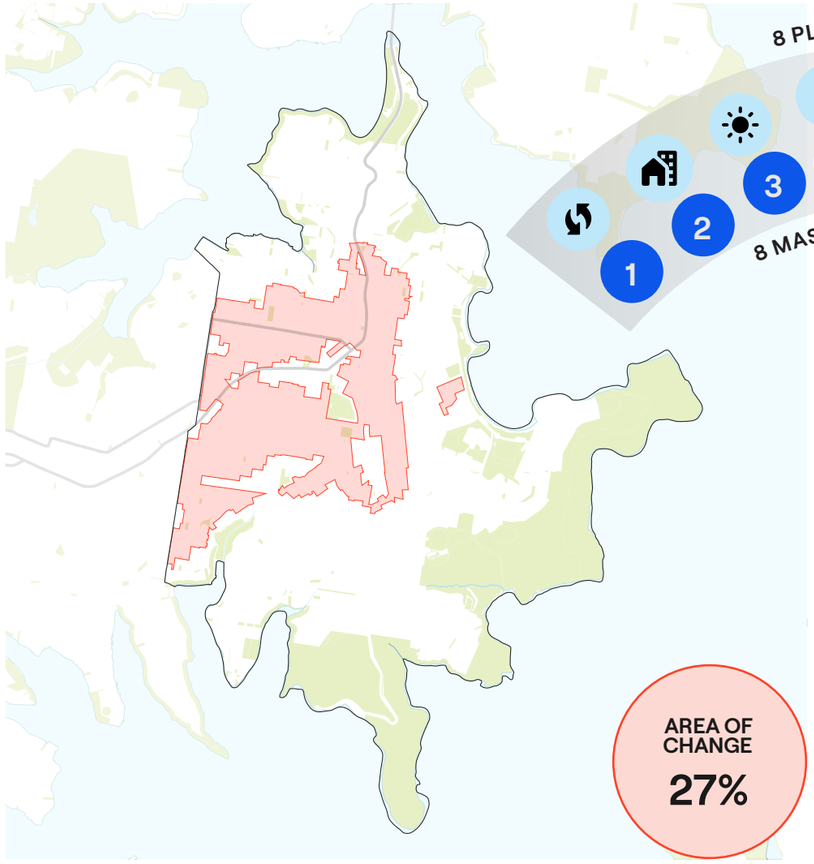
Redistribution of the housing capacity

The Masterplan provides for the redistribution of the established housing target by locating additional housing in the most suitable locations through a place-based approach.



Land subject to LMR

The LMR policy applies to residentially zoned land located within an 800-metre walking distance of an identified town centre.

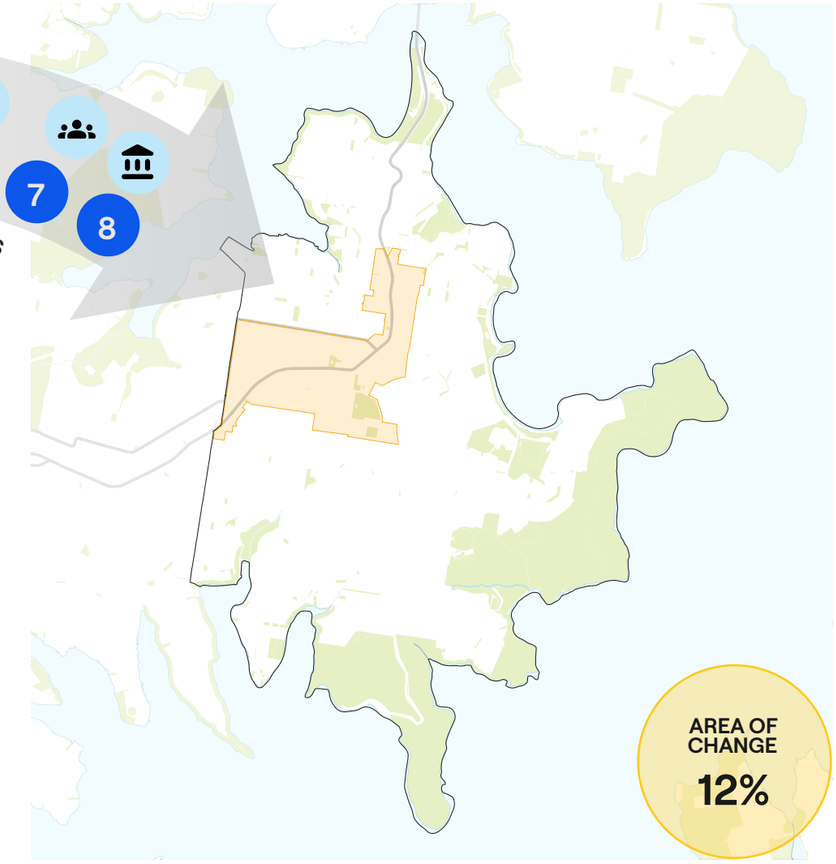
Under the policy, identified town centres are generally zoned for business or mixed-use purposes and contain a range of shops, services and community facilities, including supermarkets, supported by frequent public transport. Within Mosman LGA, the identified town centre comprises the E1 Local Centre around the intersection of Military Road and Spit Road. The MU1 Mixed Use zoned land along Military Road at Cremorne, within the adjoining North Sydney LGA, is also identified as a town centre.

Accordingly, the LMR policy applies to R2 Low Density Residential and R3 Medium Density Residential zoned land within Mosman LGA that is located within an 800-metre walking distance of these town centres, excluding heritage items and bushfire-prone land.

On this basis, approximately 27% of the developable land area within Mosman LGA is subject to the Low and Mid-Rise Housing Reform.

KEY

- LGA boundary
- Low to Mid Rise application land
- Mosman Masterplan application land
- Open space

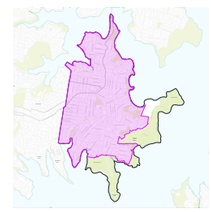


Land subject to Mosman Masterplan

The Mosman Masterplan adopts a place-based approach underpinned by place principles and key drivers. These were informed by community and stakeholder engagement, detailed site analysis, and specialist technical inputs relating to heritage, transport and community infrastructure.

The principles and drivers informed the identification of the proposed areas that are best suited to accommodating additional housing. This represents a refinement of the broader area to which the LMR policy applies, directing growth to the most appropriate locations while responding to local character, heritage values and environmental qualities.

The Masterplan applies to approximately 12% of the developable land within the LGA.



Note: Calculation of developable land area within Mosman LGA, excludes land zoned:

C1 National Parks and Nature Reserves, SP1 Zoological Gardens, SP2 Sydney Harbour Federation Trust, SP2 Defence)

2 Baseline review

Policy overview

Planning in Mosman is guided by strategic planning documents that align local planning with state and regional priorities.

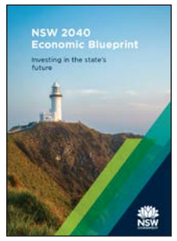
At the state level, NSW's metropolitan planning framework, including the LMR Policy, establishes housing and urban development priorities and introduces planning controls to facilitate additional low- and mid-rise housing in identified locations.

The North District Plan translates these priorities for the Northern District, establishing expectations for housing, infrastructure, environmental protection and heritage across councils including Mosman.

At the local level, Mosman's strategic planning framework—including the Local Strategic Planning Statement (LSPS), Local Housing Strategy, and Community Participation Plan (CPP)—respond to these higher-order directions while reflecting the area's local character, environmental constraints and heritage values. These include managing future growth within the parts of the Mosman LGA affected by the LMR Policy. .

A review of these strategic planning documents demonstrates how the Masterplan aligns with this strategic planning framework by supporting state housing objectives while responding to Mosman's distinctive local context.

State Strategies and Frameworks



NSW 2040

The Sydney Plan

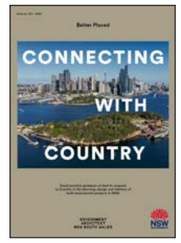
Future Transport Strategy

Sydney Green Grid

State Infrastructure Strategy

Low to Mid-Rise (LMR) Housing Reform

Design Policies (GANSW)

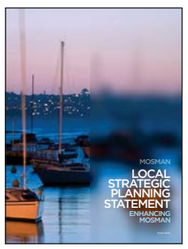


Movement and Place (tfNSW)

Guides (informing policy)

Guides

Local Policy



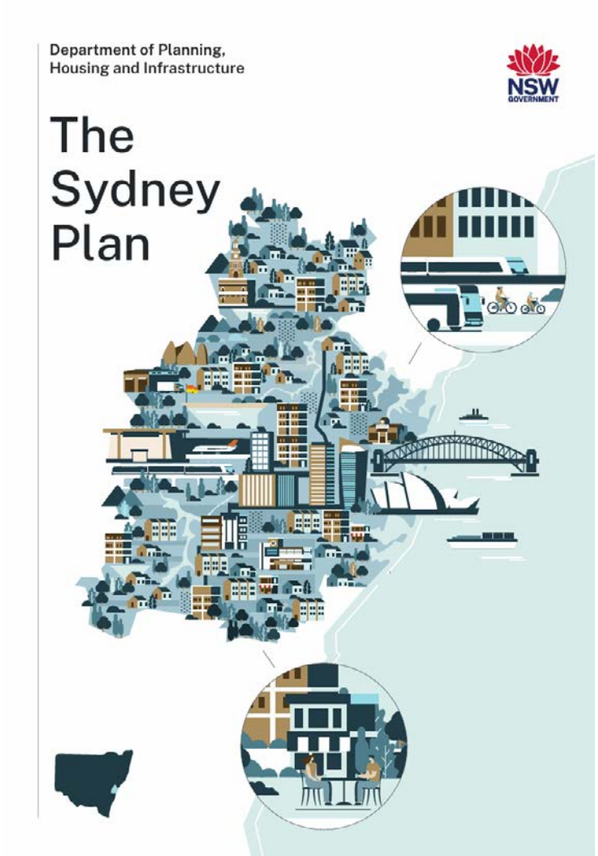
Mosman Local Strategic Planning Statement (LSPS)

Mosman Local Housing Strategy

Mosman Community Participation Plan

Mosman Development Control Plan

The Sydney Plan



The Sydney Plan (public exhibition, Dec 2025, adopted August 2026) sets a 20-year land use framework for Sydney's 33 LGAs guiding growth to accommodate approximately 6.5 million people by 2045. The Plan provides the strategic direction for local planning, infrastructure prioritisation and investment, with a focus on concentrating housing and employment in established areas with existing and planned transport and services, while sequencing longer-term greenfield development alongside the delivery of enabling infrastructure.

The Plan is organised around seven priorities (including Housed, Prosperous, Connected, Resilient and Liveable) and is implemented through twelve responses addressing housing supply and diversity, affordable housing, centres and jobs, infrastructure coordination, open space, hazard resilience and environmental enhancement.

Housing delivery is a central focus of the Plan. It establishes 5-year housing targets and reinforces state initiatives, including the Transport-Oriented Development Program and the LMR policy to increase supply and choice in accessible locations.

The draft Plan also emphasises the importance of identifying feasible, deliverable housing capacity in local plans, rather than relying solely on theoretical development yield. To support implementation, it includes strengthened monitoring and delivery mechanisms, along with potential for state led intervention where housing targets are not adequately addressed.

The Plan also reinforces a centres-based approach to the distribution of housing, jobs and services, protects industrial lands for supply-chain functions, and supports liveability and resilience through improved open-space connectivity, risk-based natural hazard planning, and a metropolitan greening initiatives, including a 40% tree canopy target by 2036.

For the Mosman Masterplan, the implications are direct: Mosman is assigned a 2024–2029 target of 500 dwellings, requiring a clear, deliverable pathway for additional housing capacity supported by realistic development feasibility and place-based urban design controls.

The Masterplan should focus growth in the most accessible locations (centres and well-serviced corridors), strengthen walkability and local amenity, and anticipate policy dependencies including an affordable housing contribution scheme by 2027, protection of centre functions, and integrated public realm/resilience actions (open space connections, canopy/greening and hazard-aware planning).

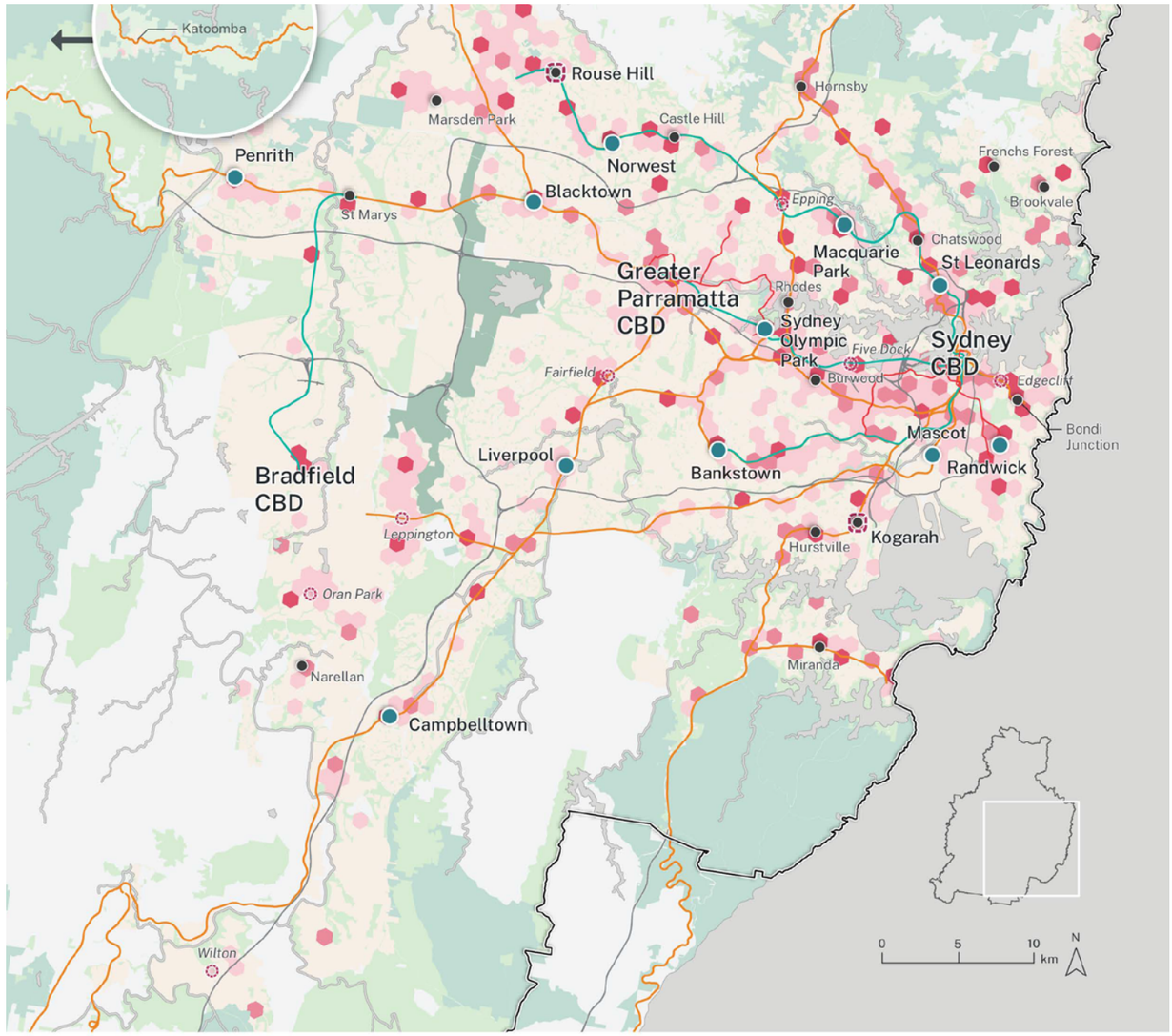


Figure 43: High housing growth 2046

Low and Mid-Rise (LMR) Housing Policy

The LMR policy is implemented through Chapter 6 of the State Environmental Planning Policy (Housing) 2021 (Housing SEPP). The policy introduces a broader range of residential housing typologies within well-located areas, including residential flat buildings, shop-top housing, multi dwelling housing, terraces and dual occupancies, in locations where these forms of development may otherwise be prohibited under the applicable local environmental plan.

Where these standards are satisfied, they prevail over local planning controls and cannot be used as a reason to refuse development consent.

Low-rise housing, refers to multi-dwelling housing (such as manor houses and town houses), terraces and dual occupancies.

Mid-rise housing refers to residential flat buildings and shop-top housing that is generally between 3 and 6 storeys.

On 1 July 2024, the NSW Government commenced stage 1 of the policy, permitting dual occupancy development and semi-detached dwellings in R2 Low Density Residential zones. Under the MLEP dual occupancies had been prohibited in the R2 zone.

On 28 February 2025, Stage 2 of the policy commenced. It permits residential flat buildings up to three storeys (9.5 m) in the R2 Low Density Residential zone and four to six storeys in the R3 Medium Density Residential zone on sites within an 800-metre walking distance of an identified town centre. It also permits attached dwellings and multi dwelling housing in these locations.

The application of the LMR provisions to the Mosman LGA is summarised in the adjoining tables.

In addition, under the Infill Affordable Housing provisions of the Housing SEPP, developments that provide at least 15% affordable housing may be eligible for building height and floor space ratio (FSR) bonuses of up to 30% above the applicable LMR standards. An overwhelming number of development applications have been lodged within Mosman that seek to utilise the height and FSR standards available under both the LMR and Infill Affordable Housing provisions.

SUMMARY OF LOW TO MID RISE HOUSING PROVISIONS APPLICABLE TO MOSMAN

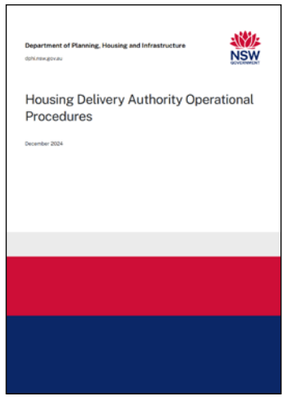
	Typology	Existing Mosman LEP zone	Additional LMR zones	Catchment	Min. lot size	Min. lot width	FSR	HOB	Car spaces
Low -rise	Dual occupancy	E1/E3							
		R3	R2	0-800m	450m²	12m	0.65	9.5m	1/dw
	Attached dwellings (terraces)	R3	R2	0-800m	500m²	18m	0.7	9.5m	0.5/dw
	Multi dwelling	E1/E2/C2							
		R3	R2	0-800m	600m²	12m	0.7	9.5m	1/dw
Mid-rise	Residential flat building	E1/E2/C2							
		R2		0-800m	500m²	12m	0.8	9.5m	0.5/dw
		R3		0-400m	none	none	2.2	22m (max. 6 storey)	n/a
				400m-800m	none	none	1.5	17.5m (max. 4 storey)	n/a
	Shop top housing	E1	no change						

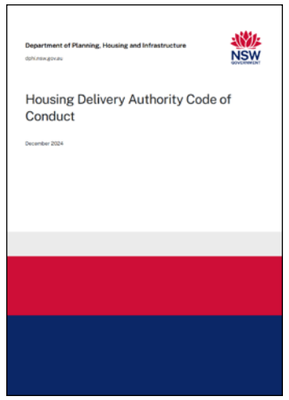
Note: The LMR policy does not alter the permissibility of shop-top housing but introduces development standards for shop-top housing within residential zones where it is already permitted. As the MLEP does not permit shop-top housing in the R2 or R3 zones, the LMR shop-top housing provisions do not currently apply within Mosman.

TREE CANOPY GUIDE FOR LOW TO MID RISE HOUSING SUMMARY OF CONTROLS

Site area	Tree canopy	Deep soil	Tree planting rate
<650 m2	15%	7%	for every 350 m2 of site area or part thereof, plant at least one small tree in the deep soil area
650-1,500 m2	15%	10%	For every 350 m2 of site area or part thereof, plant at least one medium tree in the deep soil area
>1,500 m2	15%	15%	For every 575 m2 of site area, or part thereof, plant at least 2 medium trees or one large tree in the deep soil area.

Housing Delivery Authority (HDA)





The NSW Housing Delivery Authority (HDA) provides a state-led pathway for major housing proposals to be considered for declaration as State Significant Development (SSD) including through a concurrent rezoning process where required. Projects declared SSDA are subject to a full merit assessment and public exhibition before determination.

The HDA was established to accelerate housing delivery and improve housing affordability by providing a streamlined assessment pathway for major housing proposals, supporting the delivery of the NSW Housing Accord target of 377,000 new homes by July 2029.

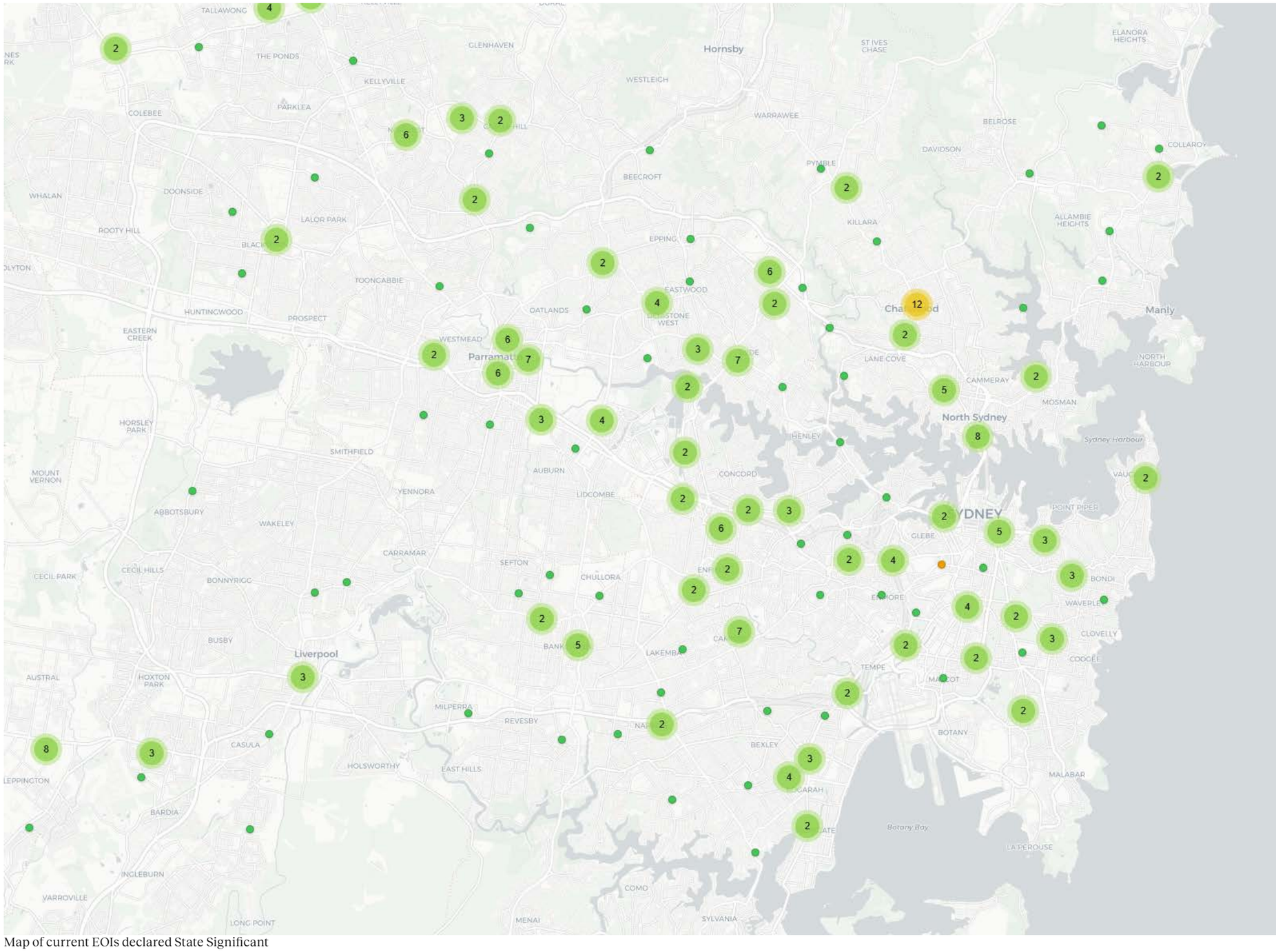
The HDA commenced on 19 December 2024, with Expressions of Interest (EOIs) opening on 8 January 2025. Eligibility is generally limited to large-scale housing proposals on well-located sites that demonstrate appropriate infrastructure capacity, respond to key site constraints and provide a measurable affordable housing contribution.

Since its introduction, the following proposals within the Mosman LGA have been declared SSD through the HDA pathway:

- EOI 248763 - 494-500 & 516 Military Road Mosman
- EOI 274656 - 11 Countess Street
- EOI 289472 - 35 - 45 Awaba St, Mosman

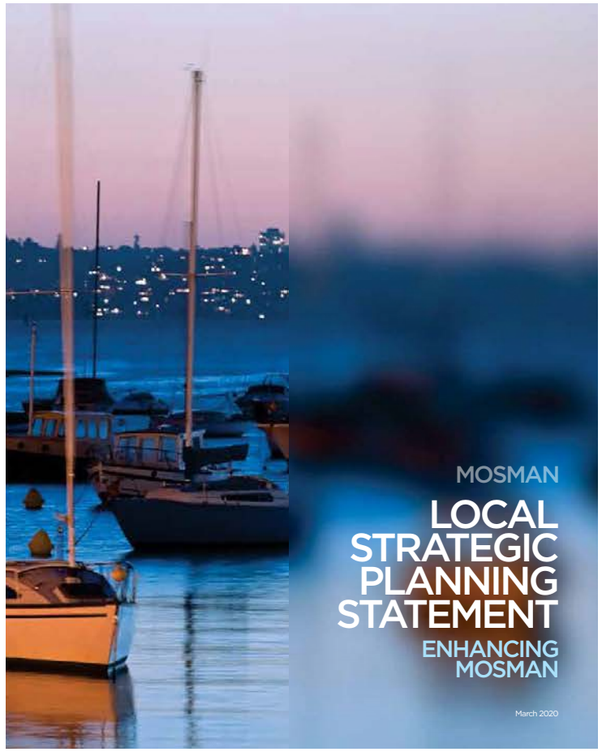
KEY

- Deferred
- Declared



Map of current EOIs declared State Significant

Mosman Local Strategic Planning Statement 2020 (LSPS)



The Mosman Local Strategic Planning Statement (LSPS) establishes a 20-year vision for land use planning in Mosman to 2036 and provides the strategic framework for managing growth and change across the LGA. The LSPS was developed in 2020 and addresses the aspirations for the LGA prior to the announcement and implementation of the LMR. While many of the priorities of the LSPS align with the intent of the masterplan, the housing capacity required to be delivered under the masterplan means that some departures from the LSPS were necessary. Strategic alignment therefore remains in overarching intent, although the required housing density necessitates changes to the extent of intensification and associated infrastructure.

Vision

The LSPS vision prioritises preservation of Mosman's environmental amenity, landscape quality, and village atmosphere while accommodating growth through high-quality infill housing within medium-density and business zones. It emphasises heritage protection and excellence in design, while supporting local employment, particularly along the Military Road commercial corridor.

Planning priorities

Infrastructure and collaboration

- Ensure that development is supported by infrastructure
- Work together with Government agencies and other stakeholders to promote good outcomes for Mosman

Liveability

- Provide a range of facilities and services to meet community needs, and foster a rich, creative and connected community
- Design and provide places and spaces that are healthy to live in, to work in and to visit
- Provide diverse housing choices and opportunities to meet changing demographics and population needs, with housing growth in the right locations
- Ensure that building design and construction is of high quality, and maintains resident amenity
- Enhance local and neighbourhood centres as great, connected places, whilst maintaining the village atmosphere
- Protect and conserve the natural, built and Aboriginal cultural heritage of Mosman

Productivity

- Improve access to, from and within Mosman, and encourage active transport
- Reimagine the Spit-Military Roads Corridor to improve function, amenity and accessibility in response to the Western Harbour Tunnel and Beaches Link
- Support the local economy and manage visitation sustainably to protect local amenity

Sustainability

- Protect, conserve and enhance Mosman's urban tree canopy, landform, waterways and bushland
- 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
- Provide land and water-based recreational opportunities within Mosman
- Manage energy, water and waste efficiently to ensure a sustainable urban environment
- Adapt to and mitigate against the impacts of natural and urban hazards and climate change

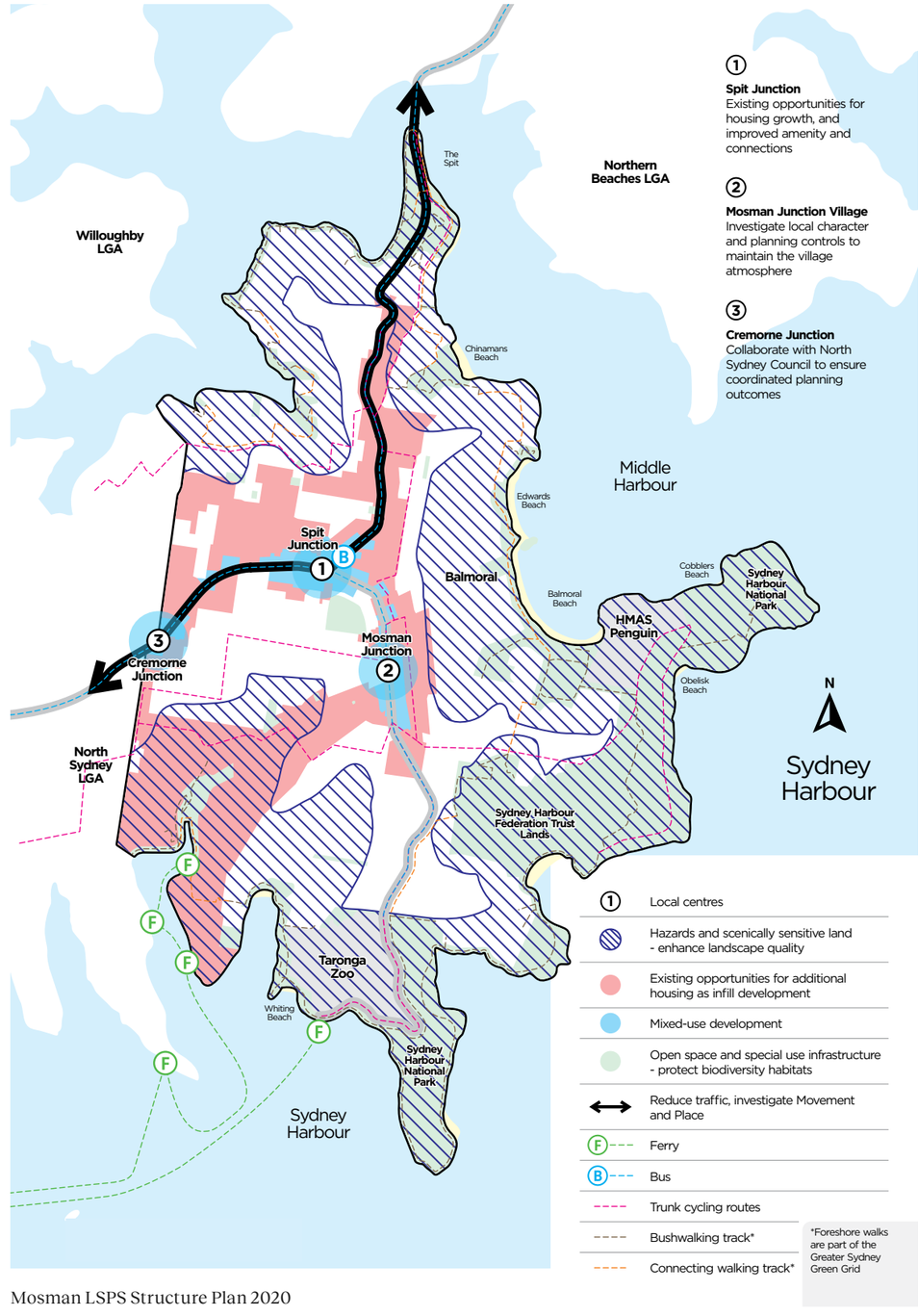
2036 projections

↑ **32,250** population

↑ **24%** population aged 65 and over

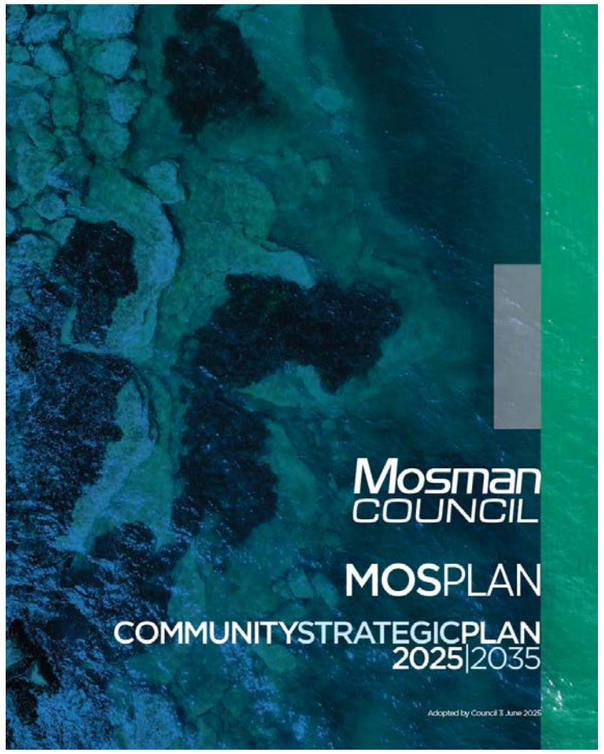
6.7% population growth 2016–2036

↓ **average 2.24** people per household



Mosman LSPS Structure Plan 2020

Mosman Community Plans



Mosman Community Strategic Plan 2025-2035

The 2025-2035 Community Strategic Plan sets out the long-term vision and aspirations of the Mosman community, informed by a comprehensive Community Engagement Plan in 2024 and 2025. It establishes six strategic directions to guide Council in delivering the places, services and outcomes valued by the community.

The Plan identifies the following community priorities

- Managing development/overdevelopment
- Traffic management
- Environmental protection/management
- Upgrading/maintaining services and facilities
- Maintaining the heritage/character/sense of community in the area
- Availability and maintenance of beaches, parks and recreations areas

The six strategic directions

Strategic Direction 1

A safe, caring and inclusive community

Strategic Direction 2

A culturally rich and vibrant community

Strategic Direction 3

An attractive and sustainable environment

Strategic Direction 4

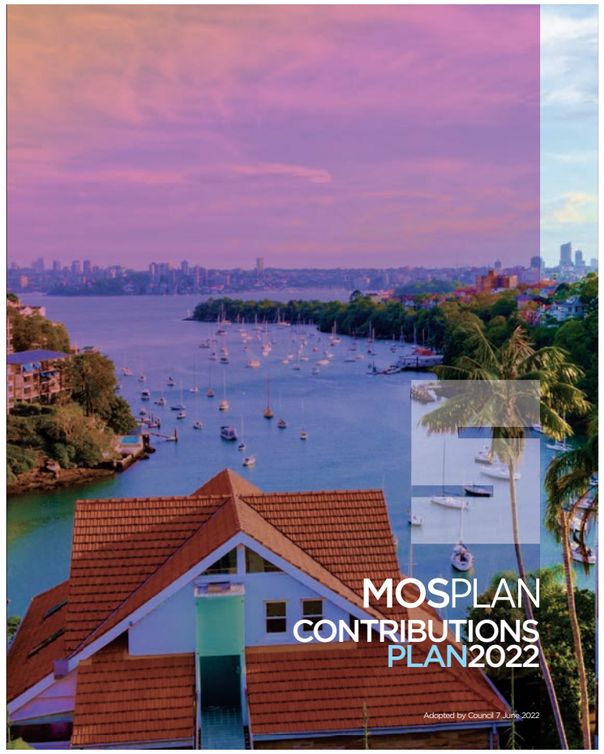
An engaged, business-friendly community with strong civic leadership

Strategic Direction 5

Well-designed, liveable and accessible places

Strategic Direction 6

A healthy and active village lifestyle



Mosman Community Contributions Plan 2022

The works schedule identifies the public facilities and a summary of the expenditure for which Section 7.12 (EP&A Act) levies will be required.

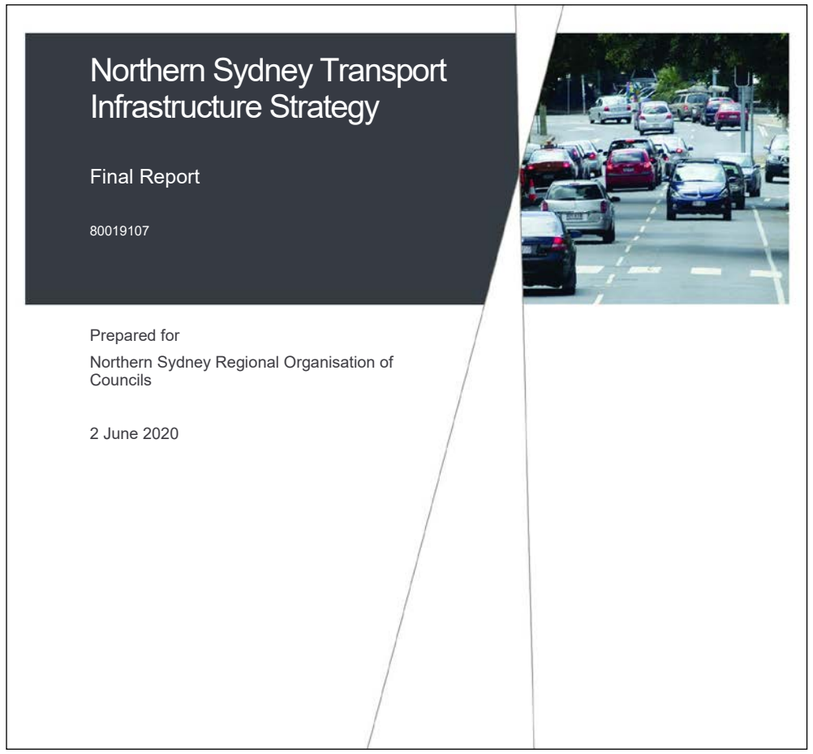
Priority:

- High Priority works are scheduled from 1 - 3 years
- Medium Priority works are scheduled from 3 - 5 years
- Low Priority works are scheduled from 5-10 years

* - Multiple project with varying priorities

Project	Further Detail	Priority	Estimated cost
Accessibility Works	Works to improve accessibility identified in Council's Disability Inclusion Access Plan	High-Low*	$390,000
Clifton Gardens Access Ramp	Review of the design of the access ramp to the foreshore of Clifton Gardens	High	$15,000
Lift Upgrades	Lift replacements/refurbishments at Library, Art Gallery and Vista St Car Park (2)	Medium-High*	$860,000
Pram Ramp Renewal	Locations to include but not limited to Parriwi Rd – Cyprian St , Calliope St – Calliope Ln, Cobbitte St – Cobbitee Ln, Cartref Ln – Rangers Av, Wunda Rd – Wolger Rd, and Spencer Ln – Keston Av.	High – Low*	$25,000
Accessible Parking Project	Improve access to mobility parking areas using technology	High	$10,000
Active Transport Plan	Works to improve transport infrastructure identified in Council's Active Transport Plan including Queen Street and Bradleys Head Road Intersection Review and Upgrade for Pedestrian and Cycle Safety; Pedestrian Crossing - Beach Lane.	High - Low*	$660,000
Art in Public Places	Locations include but not limited to Balmoral, Spit Junction, Mosman Junction, The Spit, Sirius Cove and Bradleys Head	Medium	$150,000
Balmoral Oval Long Jump	Improvements to the long jump facility at Balmoral Oval.	Medium	$40,000
Balmoral Oval playing surface	Playing surface upgrade with natural turf and associated works. Design and project management.	High	$450,000
Bushland Regeneration	Includes bush regeneration works, walking tracks and signage, and fencing at various bushland and unmade road sites	High – Low*	$1,250,000
Community Noticeboards	Provision of electronic community notice boards in Mosman business centres –Locations include but not limited to Spit Junction, Mosman Junction, Balmoral, The Spit	Medium	$75,000
EV Charging Facilities	Provision of electric vehicle charging facilities. Locations include but not limited to Raglan St Car Parks, Balmoral Oval Carpark	High	$40,000
Footpaths: Missing Links	Installation of footpaths where there are missing links. Locations include but are not limited to Holt Avenue and The Grove.	High	$100,000
Marie Bashir Sports Centre	Upgrades to Marie Bashir Sports Centre to ensure access to high quality sporting facilities.	High	$150,000
Middle Head Oval Redevelopment	Design, project management and construction of new multipurpose building including provision of female toilet/change room facilities.	High	$1,115,000
Park Furniture Upgrades	Upgrade and standardisation of public furniture and bollards within each reserve, Locations include but not limited to Balmoral and Clifton Gardens.	Medium	$400,000
Pearl Bay Bushland and Dinghy Rack Renewals	Provision of new dinghy racks including facilities to cater for longer watercraft like kayaks.	High	$45,000
Pedestrian Safety	Improvements to pedestrian safety including provision of new "Look Out" stamps on roads/footpaths in commercial areas, around schools and other high pedestrian zones.	High	$45,000
Playground Upgrades	Development and implementation of new playground equipment and associated landscaping works. Locations include but not limited to Hunter Park, Reid Park and Bay St.	Medium	$885,000
Balmoral Oval – toilets/change rooms	Enhancement and upgrades of public toilets and change room facilities. Includes design, project management and construction	High	$120,000
Georges Heights – toilets/change rooms	Enhancement and upgrades of public toilets and change room facilities. Includes design, project management and construction	High	$550,000
Sirius Cove – toilets/change rooms	Enhancement and upgrades of public toilets and change room facilities	High	$75,000
Public Garden Upgrades and Renewals	Upgrade high profile public gardens, roundabouts and road buildouts. Locations include but not limited to The Esplanade, Military Road, the Art Gallery, and Awaba St.	Medium	$300,000
Rawson Oval Pavilion Refurbishment	Design, project management and construction of new multipurpose building including provision of female toilet/change room facilities. Includes provision for internal renewal of public amenities	High	$615,000
Library Precinct Project	Redevelopment of Barry O'Keefe Library and adjacent carpark. This project will be subject to detailed design, costing during the ten-year period of this Contributions Plan.	Low	$24,000,000

Transport Strategies



Northern Sydney Transport Infrastructure Strategy

The North Sydney Transport Infrastructure Strategy (NSTIS) guides transport infrastructure planning in Northern Sydney as the region grows over the next 20 years.

The NSTIS identifies the following primary transport strategies for the Mosman area:

- Advocate for State Government investment in infrastructure in response to anticipated population growth (road infrastructure to improve traffic congestion and public transport)
- Support the construction of Western Harbour Tunnel and Beaches Link
- Consider the adaptability of infrastructure and its potential shared use to meet future needs (the use of technology)
- Continue to advocate for solutions to reduce regional traffic congestion on Spit-Military Roads
- Collaborate on future opportunities for the arterial corridor to improve access within Mosman
- Provide a regulatory framework to encourage innovation in the provision of new modes of transport (e.g.. share bikes)
- Maximize public car parking availability and consider active transport solutions in local centres

Walking and Cycling Strategy

The Walking and Cycling Strategy 2023-2028 (WCS) outlines a 5-year program of works to implement walking and cycling infrastructure and programs, aiming to bring Mosman's active transport environment closer into alignment with the needs of the Mosman community and the objectives of the CSP.

The WCS identifies the following the primary Active Transport Directions for the 2023-2028 period:

1. Investigate the feasibility of speed reduction
2. Improve walking and cycling infrastructure around Mosman schools
3. Maintain and enhance Mosman's existing cycling network
4. Maintain and enhance Mosman's existing pedestrian infrastructure
5. Promote walking and cycling to the community
6. Strengthen active transport focus in Local and State planning policy
7. Develop an off-road 'Easy Rider' cycling network concept

Existing Mosman Cycling Network 2023

Open Space and Sports Facilities Strategies

Mosman COUNCIL

Mosman Open Space Recreational Needs Assessment

Adopted by Council - 6 October 2015

Mosman Open Space Recreational Needs Assessment

The Mosman Open Space Recreational Needs Assessment identifies the recreational needs of the community and outlines an action and management plan for the delivery of future facilities over the next 10 years.

The assessment has identified the sport and recreation activities that are in demand within the community:

- Water-based recreation
- Cycling/Off road trails
- Sport grounds
- Basketball
- Improved play spaces (BBQ/Picnic areas)
- Fitness
- Hockey
- Spaces for dogs
- Skate/scooter facilities

NSROC Sports Facilities Review

The NSROC review examines the supply and demand for sports facilities across the NSROC region. It has identified the five significant sporting grounds within the Mosman LGA:

- Mosman Park (Allan Border Oval)
- Balmoral Oval
- George's Height Oval
- Middle Head Oval
- Rawson Oval

Supply/Demand data for Mosman Council (by Hectare)

Facility Type (Mosman)	Current Supply	2021 Demand	2021 Variance	2036 Demand	2036 Variance
Indoor Courts	0.17	0.60	-0.43	0.60	-0.43
Indoor Speciality	0.16	0.61	-0.45	0.61	-0.45
Outdoor Courts	5.31	1.50	3.81	1.50	3.81
Outdoor Speciality	1.68	2.02	-0.34	2.02	-0.34
Playing Fields	16.49	27.58	-11.09	27.58	-11.09

Balmoral Oval

Georges Heights Oval

Rawson Oval

Strategic priorities

A high-level review of Council-led strategic documents has been undertaken to identify the key strategic directions relevant to the Mosman Masterplan.

These findings have informed the preparation of the Masterplan, including the development of the place principles and key drivers, ensuring alignment with Council's broader strategic planning framework.

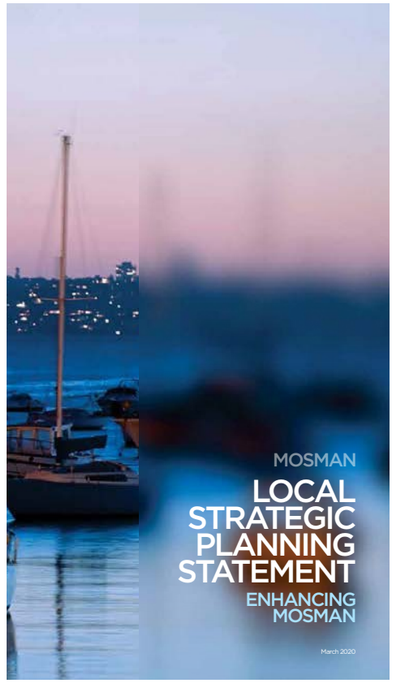
Mosman Local Strategic Planning Statement (LSPS)

Key findings

- There is a strong emphasis on protecting Mosman's character and landscape, reflecting a community that is highly connected to and protective of its local identity
- The natural environment is a key influence on change, shaped by topography and environmental sensitivity
- Housing growth is to be carefully managed and guided by strong expectations for design excellence

Key alignments with the masterplan

- Provide diverse housing choices to meet changing demographics
- Provide a range of facilities and service for the community
- Design and provide spaces that are healthy to live in
- Protection of Scenic protection zone.



Mosman Open Space Recreational Needs Assessment

Key findings

- There is a demand for active open space infrastructure and dog parks

Key alignments with the masterplan

- There is available high quality regional open space around the edges of the LGA.
- There is demand for additional local open spaces and play fields.
- There is a lack of local open space within the local center.

Walking and Cycling Strategy

Key findings

- Despite appearing well connected, most cycling routes are on-road and are not conducive to comfortable or safe cycling, limiting their effectiveness as active transport options in a traffic-dominated suburb
- Opportunities to connect the corridor by delivering shared paths along Military and Spit Road

Key alignments with the masterplan

- Improve access for everyone to, from and within Mosman
- Support active, healthy lifestyles
- Provide safe environments for everyday living.
- Reduce traffic and congestion
- Speed reduction and investments in cycling infrastructures

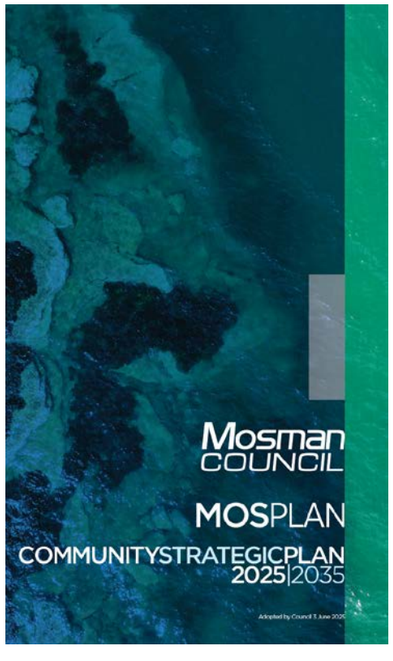
Mosman Community Strategic Plan 2025-2035

Key findings

- Maintaining their strong community is a central priority to Mosman, with community engagement playing a key role in long term decision making
- Community wellbeing, inclusivity and accessibility are key objectives, particularly in supporting Mosman's ageing and diverse population
- Managing development and change is a primary concern, with a strong desire to protect the local identity and village character

Key alignments with the masterplan

- Management of development and traffic was a top priority for the community, which is the masterplan main priority although the scale and density are not what initially identified by the Community Strategic Plan.



Current LEP

Additional local provisions

The Mosman LEP contains controls which aim to preserve and protect the existing character by allowing sensitive development to occur.

The residential areas of the LGA are zoned exclusively R2 Low Density Residential and R3 Medium Density Residential. Employment land is concentrated within the E1 Local Centre and E3 Productivity Support zones along the Military Road and Spit Road corridors.

C4 Environmental Living land is generally located between the residential areas and the harbour foreshore, C2 Environmental Conservation land and other environmentally sensitive areas. Foreshore lands are zoned C2, SP1 Special Activities land associated with Taronga Zoo and SP2 Infrastructure relating to defence purposes.

A maximum building height of 8.5 metres applies across the majority of residential and C4 zoned land in the LGA. Increased height controls of 11-15 metres are generally concentrated along the Military Road and Spit Road corridors.

An FSR of 0.5:1 applies across the R2 and C4 zones. The R3 l zone is generally subject to an FSR of 0.5:1 to 0.7:1, with higher FSR controls applying to sites fronting Military Road and Spit Road. The employment zones are subject to FSR controls generally ranging from 2:1 to 2.5:1.

Landscaped areas

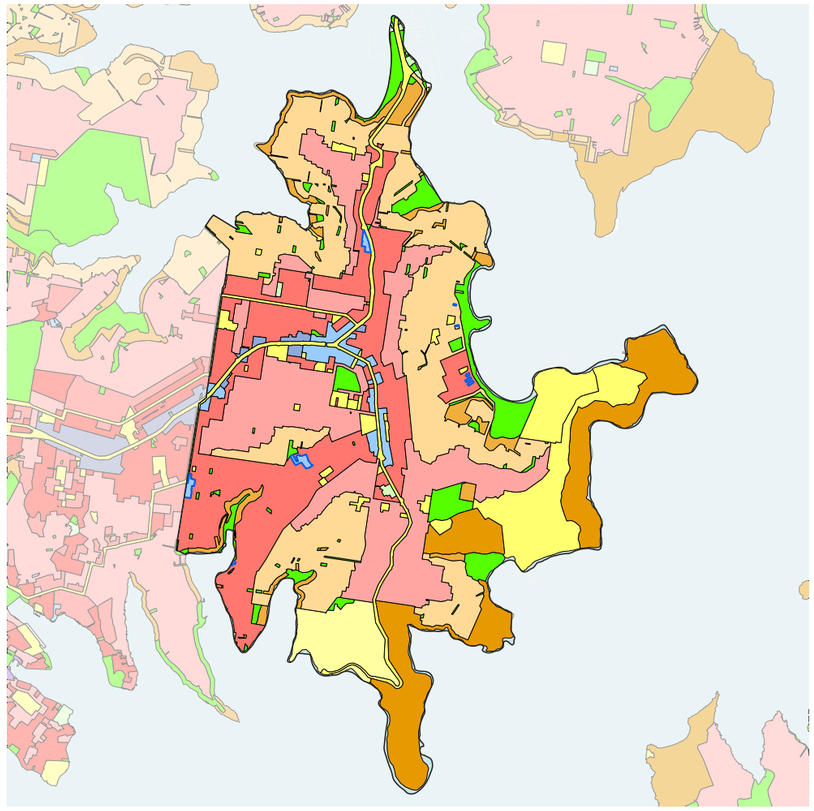
In order to maintain and enhance the landscaped and townscape character of Mosman's residential areas, developments must provide substantial, usable ground-level open space. The intent is to retain the visual dominance of landscaping over built form, particularly along harbour foreshores, and to support recreation, planting, and urban stormwater management.

The controls apply to land within the R2 Low Density Residential, R3 Medium Density Residential, and C4 Environmental Living zones.

Minimum landscaped area requirements must be met for development involving the erection of a building. For single dwellings or non-residential buildings, the required landscaped area increases with site size from 25% (<400 m²) up to 50% (≥900 m²).

For developments with more than one dwelling, landscaped area must be 50% where the maximum FSR is 0.6:1 or less, and 40% where the maximum FSR exceeds 0.6:1.

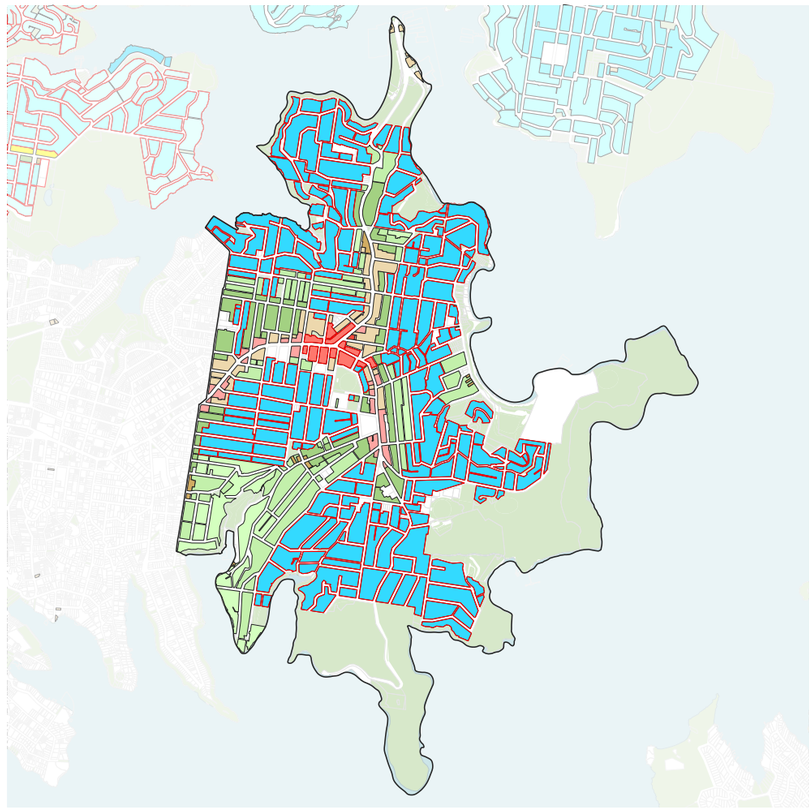
These provisions ensure development contributes positively to Mosman's established landscape character while providing functional open space at ground level.



Land use zoning

KEY

- LGA boundary
- Area 1
- E1 Local centre
- E3 Productivity support
- R2 Low density residential
- R3 Medium density residential
- RE1 Public recreation
- RE2 Private recreation
- SP1 Special activities
- SP2 Infrastructure
- C2 Environmental conservation
- C4 Environmental living

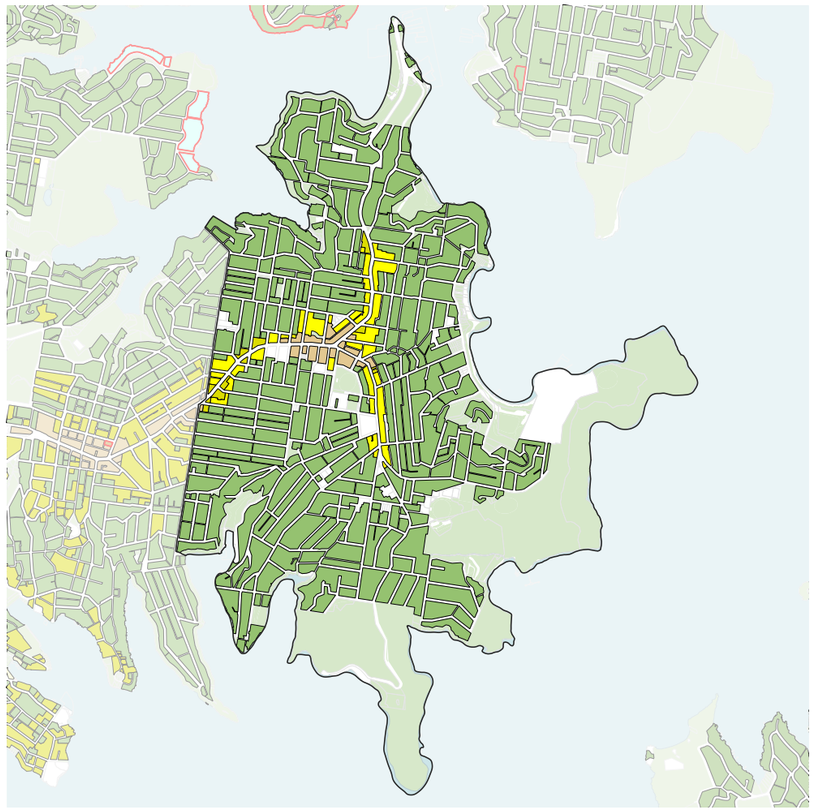


Floor space ratio

KEY

- LGA boundary
- Area 1
- 0.5
- 0.55
- 0.6
- 0.7
- 0.8
- 1
- 1.3
- 2
- 2.5
- 3

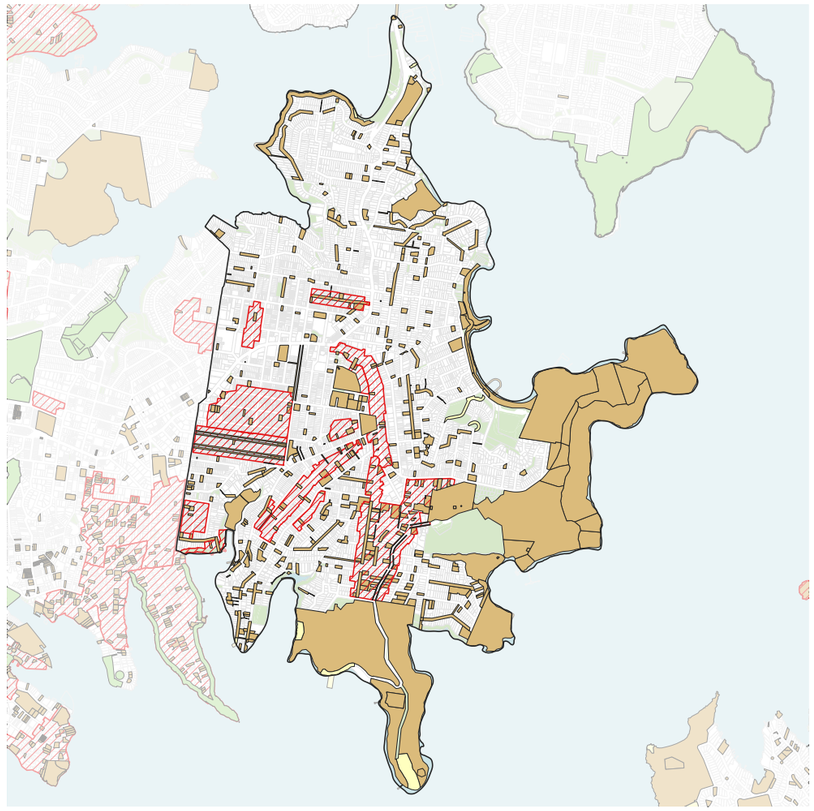
Current LEP



Height of buildings

KEY

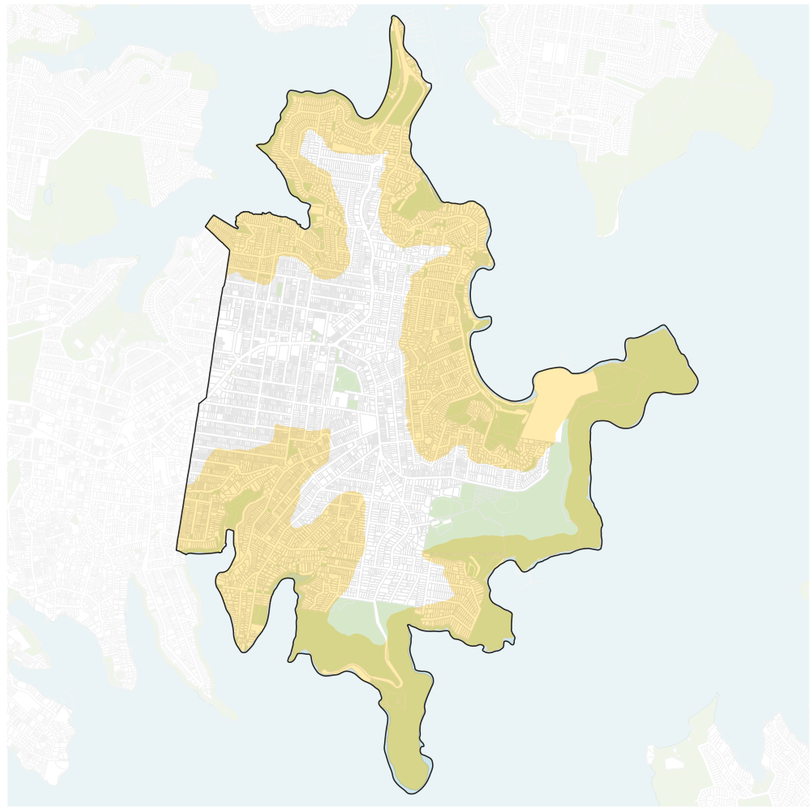
- LGA boundary
- 15m
- 12m
- 11m
- 8.5m



Heritage

KEY

- LGA boundary
- Heritage item
- Heritage conservation area
- Archaeological heritage items



Scenic protection area

KEY

- LGA boundary
- Scenic protection area

3

Place understanding

Regional context

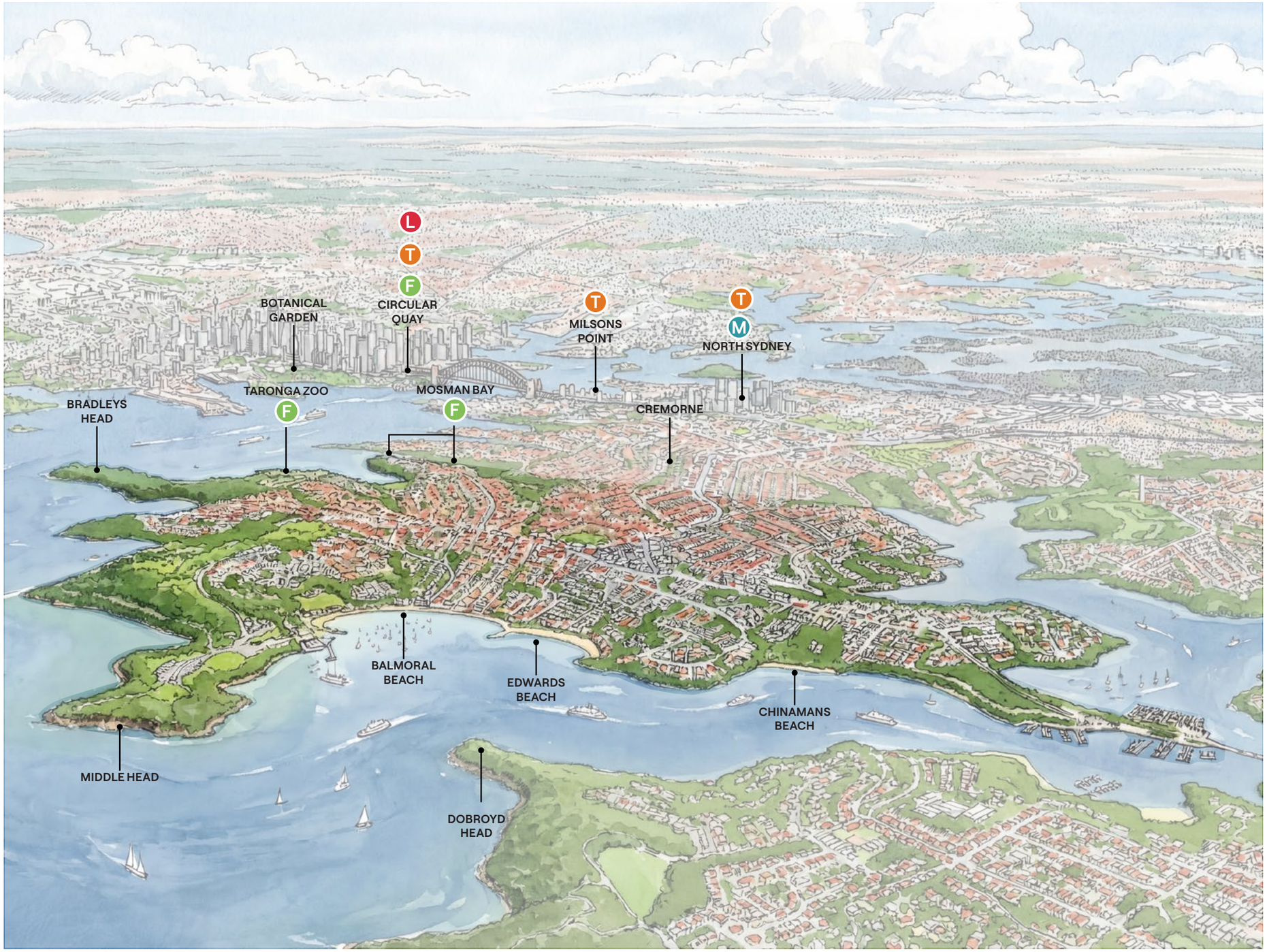
Mosman is located approximately 8 kilometres north-east of the Sydney CBD and occupies the peninsula bounded by Sydney Harbour to the south and Middle Harbour to the north.

The area is characterised by steep and undulating terrain, with ridgelines descending to the harbour foreshore and a series of enclosed bays and beaches. These include Balmoral Beach, Chinamans Beach and Edwards Beach, which are set within narrow coves along the eastern edges of the peninsula.

Mosman includes several regionally significant natural and cultural sites, such as Taronga Zoo, Georges Head, Bradleys Head, and parts of Sydney Harbour National Park. These assets are located along the headlands and contribute to a landscape characterised by a combination of residential areas, bushland, and open space.

Land use within the LGA is predominantly residential, with a concentration of low-density housing. Commercial, mixed-use and higher-density development is concentrated along the Military Road and Spit Road corridor, which traverses the LGA and provides the principal activity spine serving the surrounding residential neighbourhoods.

Connectivity to the wider metropolitan area is provided mainly through the road network and complemented by ferry services operating between Mosman and the Sydney CBD.



Sketch drawing of Mosman looking south west

KEY

- T Train station
- M Metro station
- F Ferry stop

SJB

Local context

Mosman LGA is situated on a peninsula on Sydney's Lower North Shore, bounded by Middle Harbour to the north and north-east, Port Jackson to the east and south, and the North Sydney Council area to the west.

Mosman is predominantly residential and supported by local centres, six primary schools and two secondary schools, community facilities, and recreational areas distributed throughout the LGA. Open space and foreshore reserves are a defining feature of the local context, with access to beaches, walking tracks, and parklands integrated into the surrounding neighbourhoods.

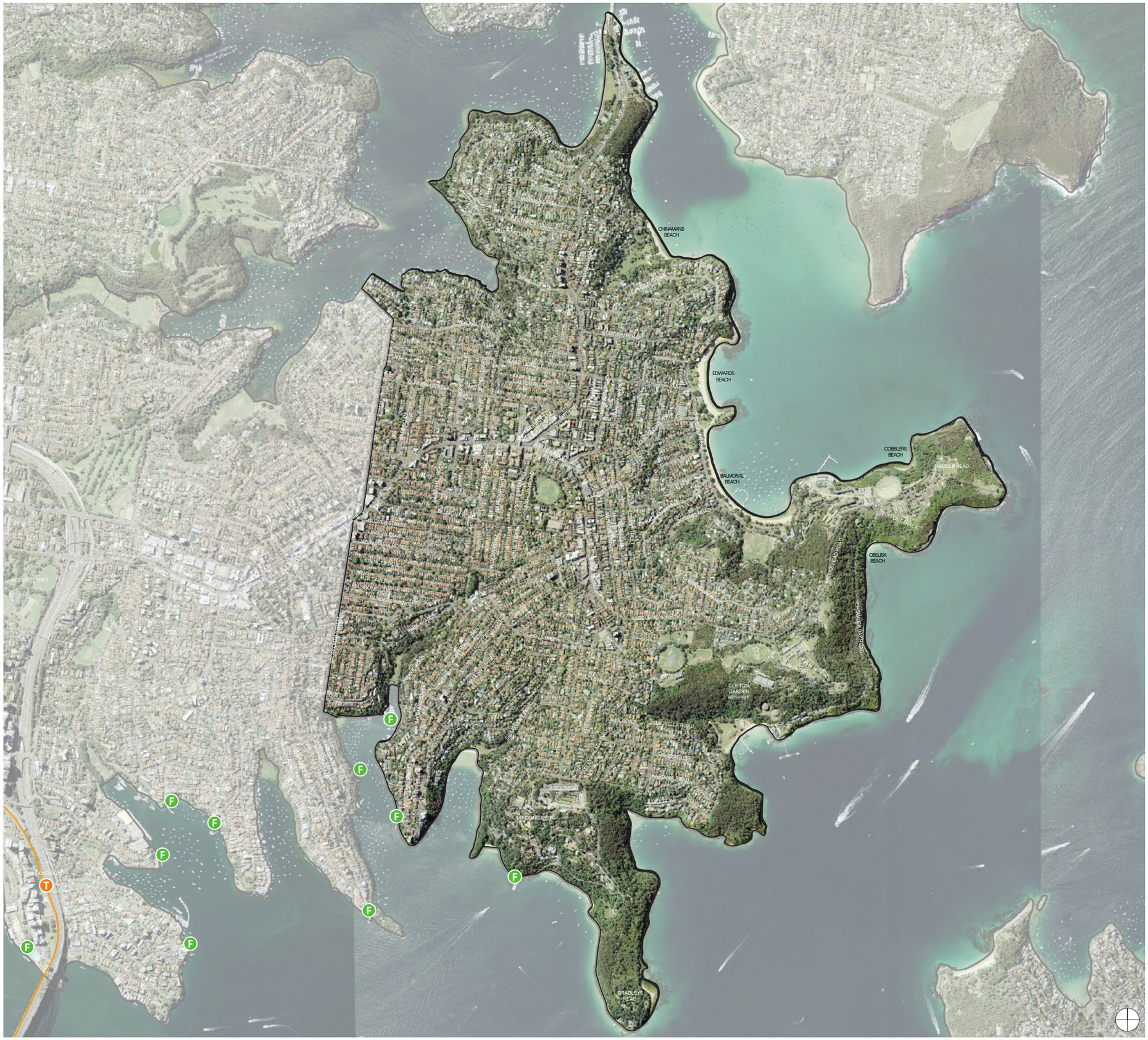
Mosman contains a substantial concentration of heritage items and conservation areas, with houses and streets established in the late nineteenth and early twentieth centuries. Much of the residential fabric comprises detached/semi detached dwellings and small-scale apartment buildings, generally set within established streetscapes characterised by mature trees, landscaping and consistent setbacks, contributing to a strong landscape character.

The local street network follows the ridgelines and contours of the area, resulting in a curvilinear and irregular pattern that responds closely to topography. Elevated streets and headlands provide visual connections across Sydney Harbour and Middle Harbour, with views extending towards prominent landmarks such as the Sydney Harbour Bridge and the Sydney Opera House, as well as surrounding bushland and foreshore landscapes.

The combination of varied topography, established heritage areas, foreshore interfaces, and a fine-grained residential pattern collectively define the character of Mosman.

Key metric

- 2021 resident population: 28,329
- Existing dwellings: 13,399
- Existing jobs: 3,744 (Employment generated by other uses have not been fully captured. Notable exclusions include Taronga Zoo, HMAS Penguin Naval Base, and religious institutions)



Aerial image

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Site photos

Balmoral beach

Prince Alfred Street looking toward Port Jackson and CBD

Awaba Street looking toward Balmoral Beach

Military Road HCA

Military Road HCA

Spit Junction looking west toward Military Road from Spit Road

Military Road at the intersection with MacPherson St

Glover and Nathan's Estates HCA

Demographics

Demographic analysis of the area has been undertaken and a summary of the key findings has been prepared to inform the understanding of the Mosman community.

Mosman's 2021 Census profile indicates a mature, comparatively affluent and highly educated community, highlighting key considerations for housing choice, accessibility and service planning.

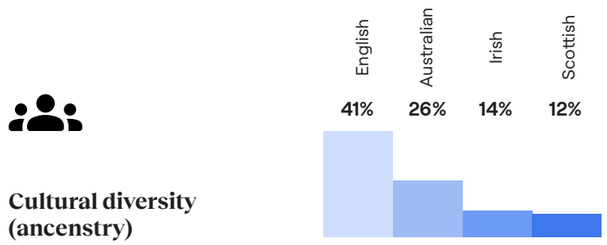
The LGA recorded 28,329 residents, a female-majority population (54.0%), and a median age of 45, signalling stronger representation of mid-life and older cohorts relative to broader metropolitan benchmarks (37 years is the average age of Sydney Region). Consistent with this socio-economic profile, Mosman shows very high tertiary attainment (54.5% of residents aged 15+ hold a Bachelor degree or higher) and high household purchasing capacity (median weekly household income $2,892; median weekly personal income $1,487), which typically correlates with downsizing and ageing-in-place.

Culturally, Mosman is predominantly English-speaking (80.0% of households report English-only), while also reflecting moderate diversity through overseas birthplace and language patterns (61.5% Australian-born; England 8.5% a leading overseas birthplace; key non-English home languages include Mandarin (3.0%), Spanish (1.2%) and French (1.1%)).

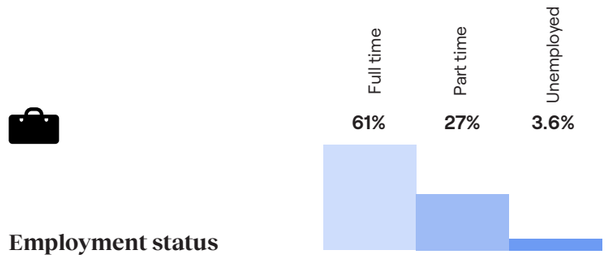
The most commonly reported ancestries—English (41.0%), Australian (26.8%) and Irish (14.3%).

Population profiling

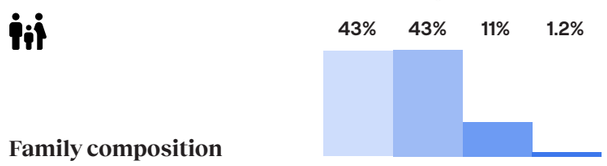
Medium age 45



Cultural diversity (ancenstry)

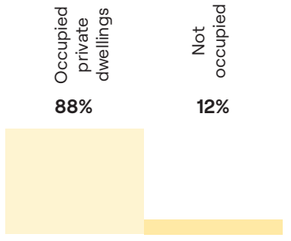


Employment status

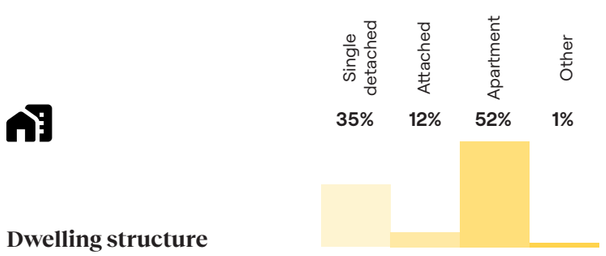


Family composition

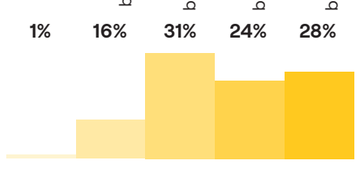
Dwellings composition



Dwelling count

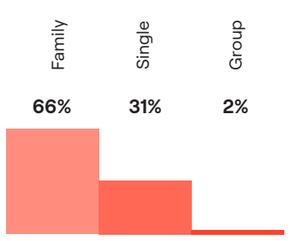


Dwelling structure

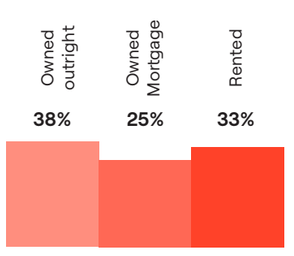


N. of bedrooms

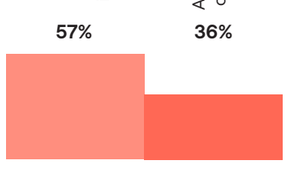
Tenure



Household composition



Tenure type



Rent repayments

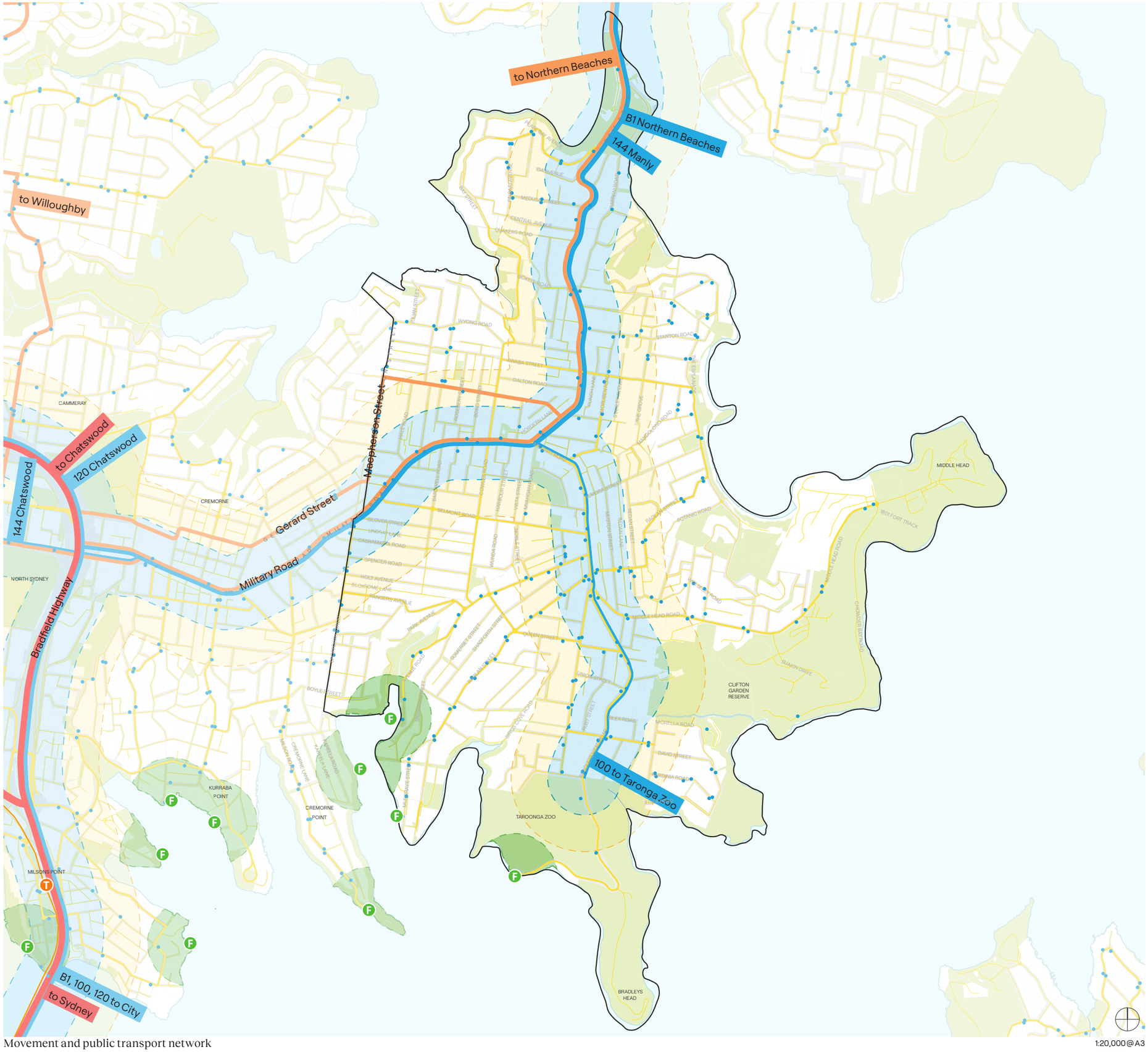
Movement network and public transport

Mosman's movement network is anchored by the two major arterial roads of Military Road and Spit Road, which function as the primary thoroughfares through the area. These routes carry the majority of local bus services, connecting the precinct southwards toward Bradleys Head and its ferry wharves, northwards via the Spit toward Manly and the Northern Beaches and west toward North Sydney Metro and Train. Ferry services from Mosman Bay and Taronga Zoo provide direct connections to Circular Quay, enhancing regional accessibility and access to the Sydney CBD and supporting transport choice.

Key findings

- The street pattern aligns with ridgelines and contours, creating an irregular and curvilinear street network that is limited by the peninsular geography
- Local streets terminate within gullies or at the foreshore
- Frequent bus services operate along Military Road and Spit Road, connecting residential areas to regional centres and major employment nodes, but public transport is less accessible within local street areas.

Collectively, Mosman's movement network reflects a combination of constrained local circulation, strong reliance on key arterial corridors, and multimodal connections to the broader metropolitan area.



KEY

- LGA boundary
- Highway
- Arterial road
- Main road
- Frequent bus service
- XXX Bus route
- 400m catchment to frequent service bus stops
- 200m catchment to frequent service bus stops
- 200m catchment to ferry stops
- Open space
- Train station
- Ferry stop
- Bus stop

Movement and public transport network

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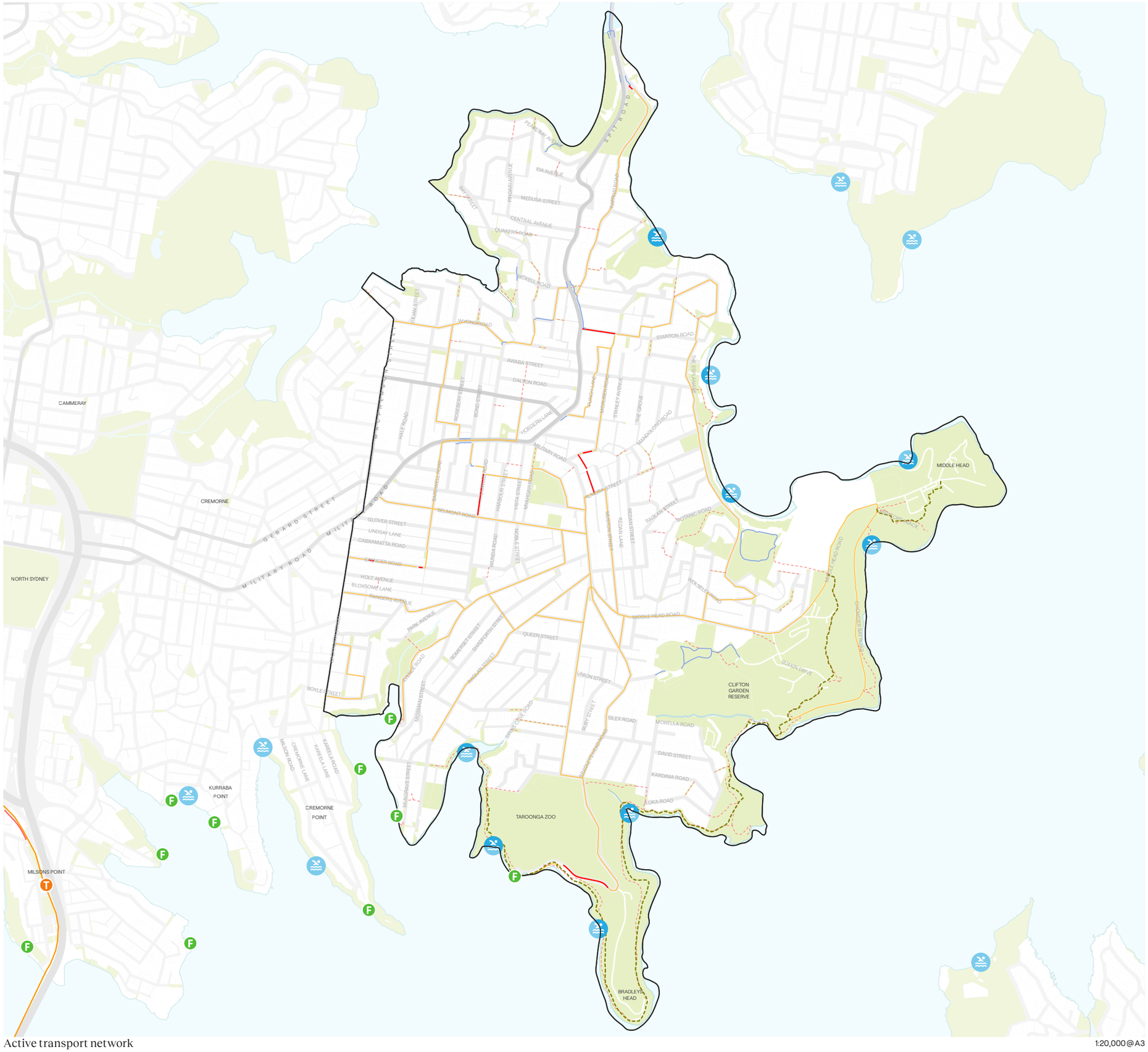
Active transport

Mosman's active transport network provides important walking and cycling connections across the suburb, supporting everyday travel and reducing reliance on private vehicle use. These connections improve local accessibility and integrate residential neighbourhoods with key destinations and transport hubs.

Numerous pedestrian links traverse parks, natural reserves and residential streets, providing direct and convenient walking connections. These links not only support sustainable travel but also connects people with Mosman's natural landscape and key community destinations. Bushwalking trails are located in the south-eastern part of Mosman, particularly around Taronga Zoo, Bradleys Head, Clifton Gardens and the Middle Head bushland and constitute part of the Manly to Bondi walk.

Key findings

- The majority of Mosman's cycle network consists of on-road routes, defined by cycle markings painted on vehicular roads.
- Limited number of dedicated cycleways, and those that exist are short, disconnected and dispersed across the LGA.
- Cycle routes provide access to ferry wharves, including Taronga Zoo Wharf and Mosman Bay Wharf.
- The steep topography presents challenges for cycling and walking throughout the LGA.



KEY

- LGA boundary
- Dedicated cycleway
- On-road cycle route
- Shared footpath (cyclists and pedestrians)
- Pedestrian link
- Bushwalking trail
- Beach / ocean pool
- Open space
- Train station
- Ferry stop

Active transport network

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Open space

Mosman's open space network is one of its most defining and valued characteristics that shapes the suburb's identity. Extensive foreshore reserves and bushland form a continuous band of green space along the edges, forming a ecologically valuable natural and public asset. A network of pocket parks and sports fields are dispersed throughout the suburb, providing diverse collection of recreation opportunities and green open spaces for the community.

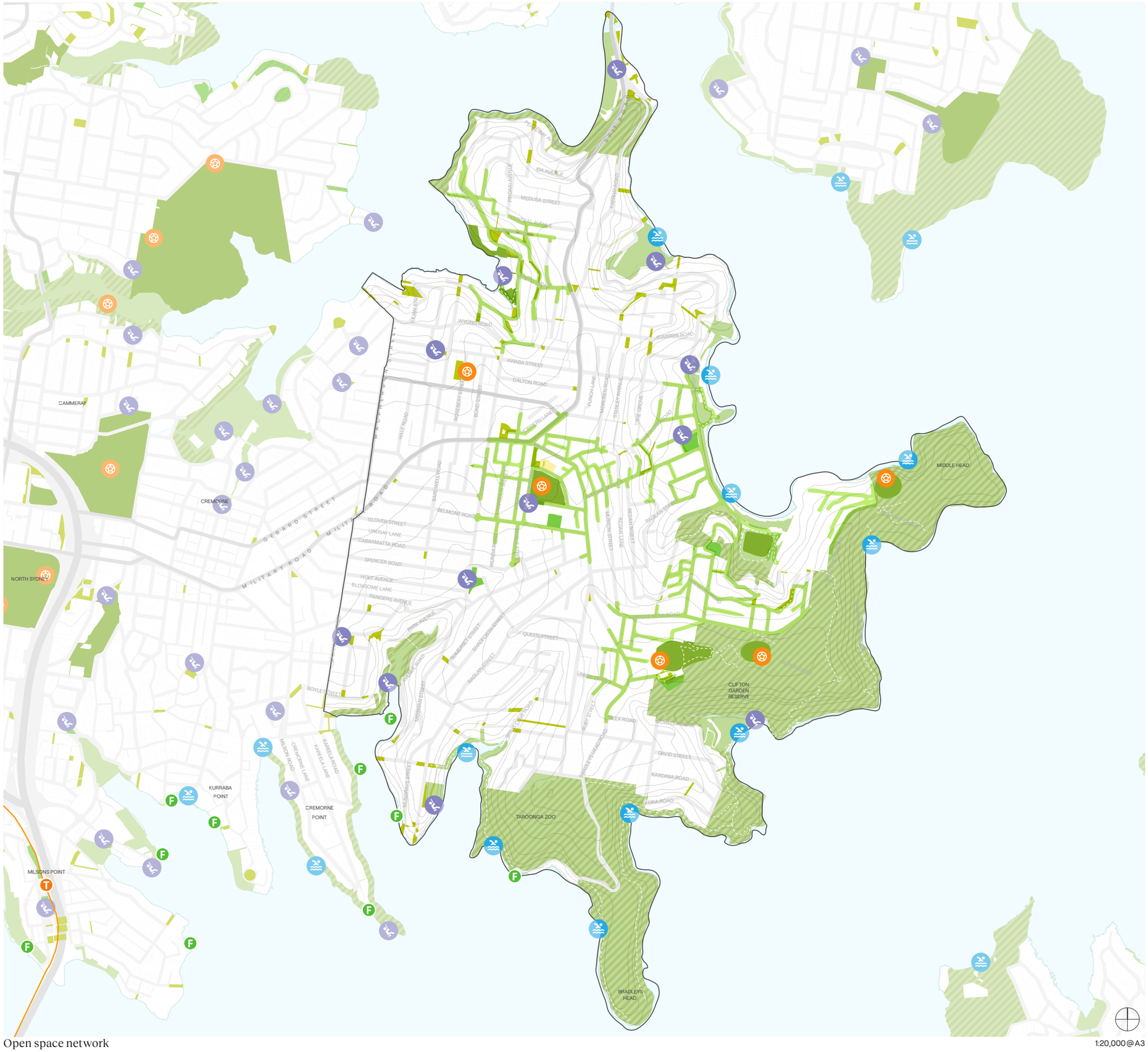
According to the NSW Greener Places Design Guide which provides a benchmark, public open spaces in low to mid density like Mosman (less than 60 dwl/ha) areas should provide a minimum of 5000 m² for a local park and these service a community within a catchment of 400m. Regional open spaces such as Chinaman's beach and Balmoral Beach however, have a catchment of 5Km.

Key findings

- Open space is concentrated on the south-east foreshore, including the areas of Middle Head, Clifton Gardens, Bradleys Head, and the Taronga Zoo area.
- Local open space is limited in the central parts of the LGA, particularly on its western side.
- Existing open spaces along the periphery of the foreshore are more difficult to access due to topography and limited public transport connections.
- Mosman is well serviced by regional public open space, but limited in local open spaces in the centre.

KEY

- LGA boundary
- 10m contours
- Regional open space
- District open space
- Local parks
- Pocket parks
- 400m catchment
- Conservation and infrastructure
- Beach / ocean pool
- Playground
- Sports fields
- Train station
- Ferry stop



Open space network

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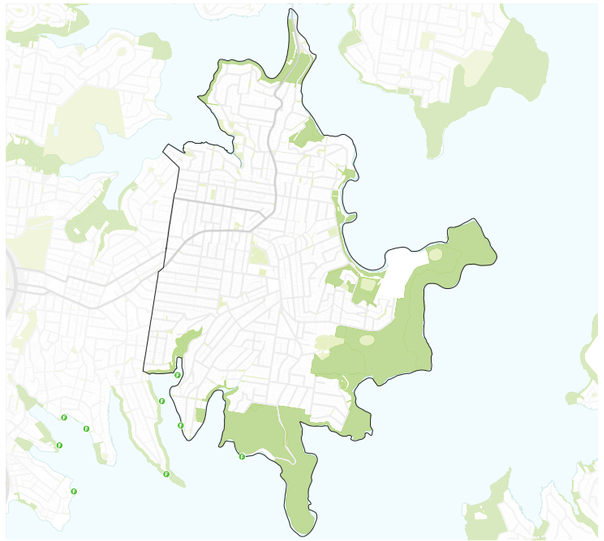
Open space character

Regional open space

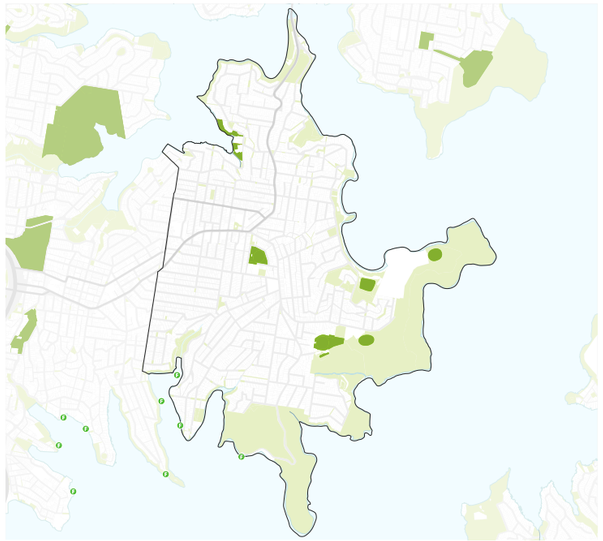


Regional open spaces are high value areas that provide benefits to a wider catchment, extending well beyond the local Mosman community. These include beaches such as Balmoral and Chinamans Beach, natural reserves like Clifton Gardens and Spit West, as well as the Taronga Zoo precinct on the periphery.

Clifton Gardens

Chinaman Beach

District open space

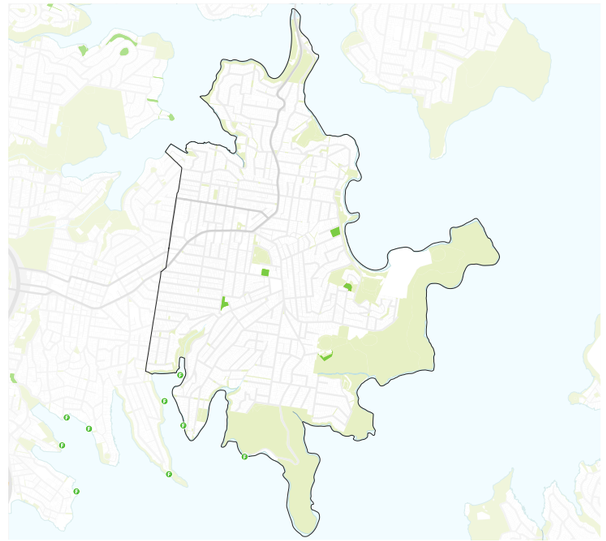


District open spaces comprise areas greater than 7,000m² that contribute significantly to Mosman's main active recreational network. These areas include key sporting facilities such as Allan Border Oval and Middle Head Oval, as well as large open spaces like Reid Park.

Allan Border Oval

Reid Park

Local parks

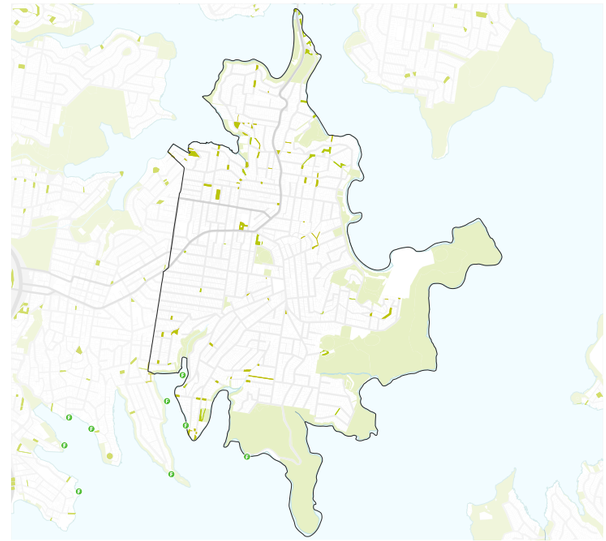


Local parks within Mosman are typically between 5,000m² and 7,000m² in size and play an important role in providing accessible open space for the nearby community. Mosman has a limited number of parks within this size category, including Hunter Park, Memory Park and the grounds of the Mosman Bowling Club.

Hunter Park

Memory Park

Pocket parks



Pocket parks are small, scattered open spaces generally less than 5,000 m² in size. Mosman contains a wide distribution of these smaller parks across the suburb, including Hampshire Park, Mosman Square, Rest Park, and numerous other intimate green pockets and garden areas serving as a green relief.

Village Green

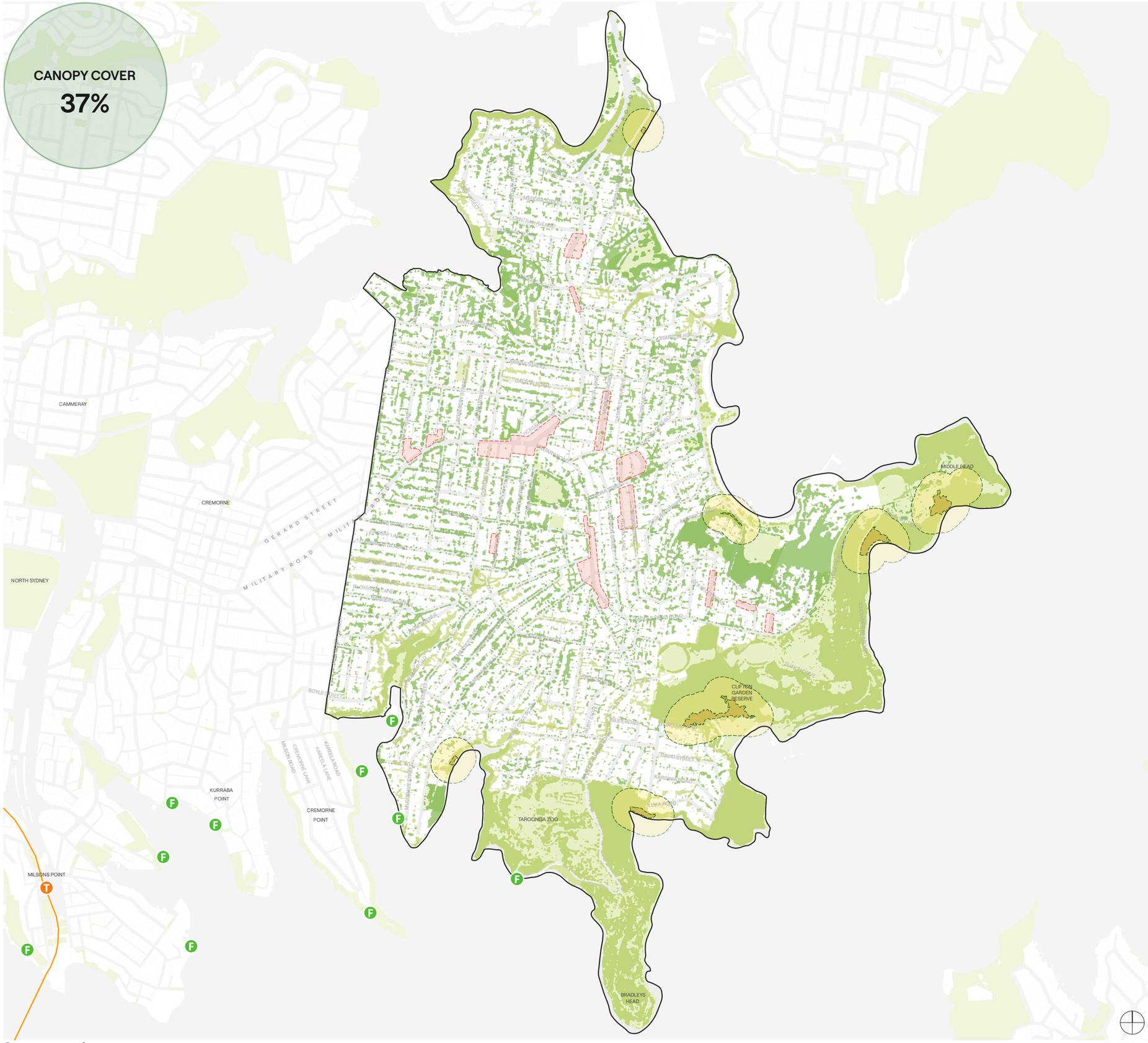
Countess Park

Tree canopy

Mosman's canopy cover is a defining environmental asset that shapes the area's landscaped village character. Tree canopy is clustered around key foreshore areas, natural bushland reserves and notable heritage listed vegetation, including streets specifically distinguished by their significant established tree coverage. These features contribute to the overall green identity of many neighbourhoods throughout Mosman.

Key findings

- Mosman's tree canopy covers approximately 37% of the suburb according to Mosman Council internal tree canopy cover analysis.
- High-quality canopy cover is abundant along the periphery of Mosman, reflecting the expansive bushland along the foreshore reserves.
- Several streets are lined with heritage listed trees which forms a defining characteristic of those residential areas.
- A small number of pockets exhibit limited canopy cover; these occur in varied locations, primarily focused around the Military and Spit Road corridors.



KEY

- LGA boundary
- Canopy Cover
- Heritage listed canopy
- Limited canopy area
- Littoral Rainforest
- Open space
- Train station
- Ferry stop

Canopy network

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Landscape and topography

Mosman's topography is one of the defining influences on its urban form, character and patterns of development.

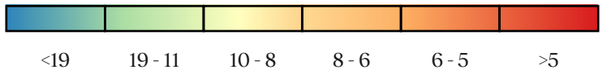
The peninsula is shaped by a series of steep ridgelines, valleys and dramatic waterfront slopes that frame views to Sydney Harbour and Middle Harbour. Its landscape and topography creates a varied and visually rich environment, influencing the layout of streets, subdivision patterns and building orientation.

Key findings

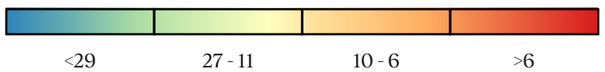
— The central spine of Mosman is located on a plateau and functions as the primary activity and movement corridor. These flatter areas can support walkable neighbourhoods with potential for clustered developments to improve connectivity and accessibility in a key area of the precinct.

Steepness matrix

Walking



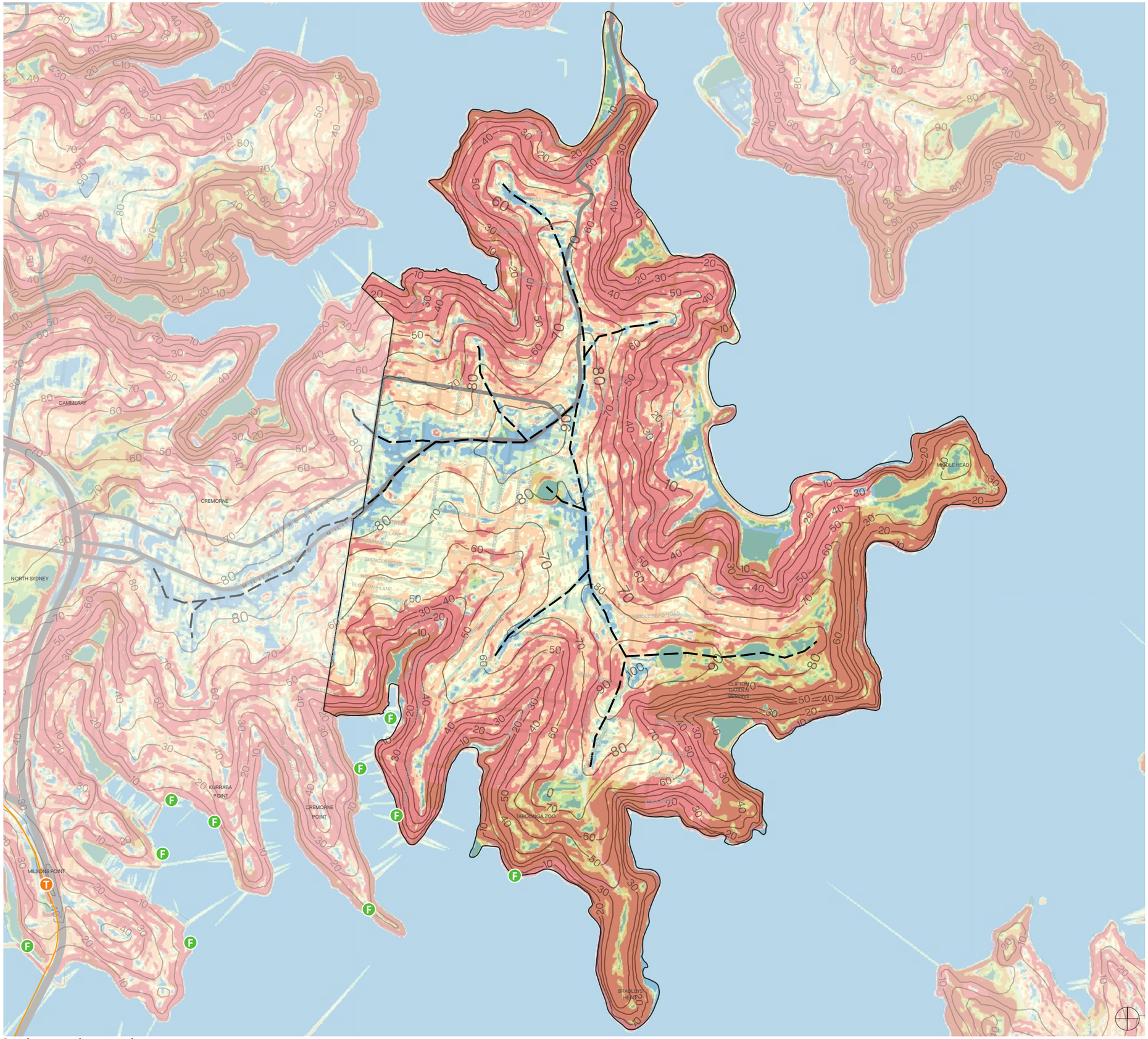
Cycling



Movement and Place steepness metrics

KEY

- LGA boundary
- 10m contours
- Indicative ridgeline
- <1:33 slope
- 1:33 slope
- 1:20 slope
- 1:14 slope
- 1:8 slope
- >1:8 slope
- Train station
- Ferry stop



Landscape and topography map

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Heritage

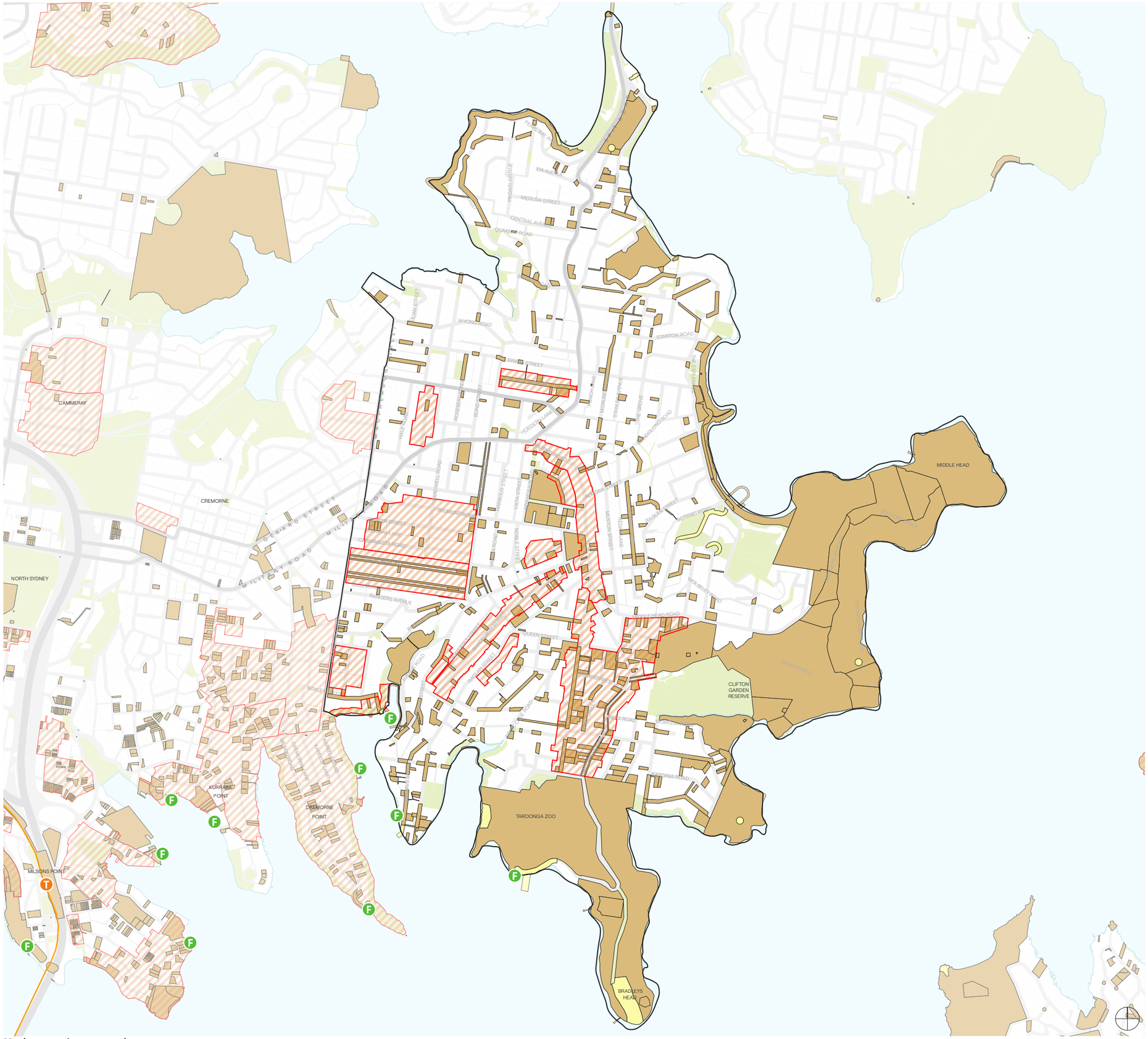
Mosman contains a significant concentration of heritage items and heritage conservation areas reflecting its late nineteenth- and early twentieth-century settlement. Heritage items include residential buildings, civic and cultural sites, former defence installations, and landmark institutions such as Taronga Zoo, distributed across ridgelines, headlands, and established residential areas.

Heritage significance across Mosman is not uniform, with different heritage conservation areas (HCAs) demonstrating varying levels of integrity, significance and capacity for change. While many conservation areas remain highly intact and warrant strong protection, other locations contain altered development patterns, fragmented character, or are located within established urban renewal corridors where carefully managed change may be appropriate.

Together, heritage items and conservation areas form a defining layer of Mosman's built form and historical context, influencing the scale, form, and character of development across the local government area.

Key findings

- Heritage items across the precinct are slat and peppered throughout the LGA, with a concentration of larger assets in the south-east primarily comprising nature reserves, parklands, and environmentally sensitive areas.
- Different HCAs exhibit different levels of integrity, with some HCAs warranting review or refinement.
- Several heritage listed streets are considered significant due to their mature tree canopies lining the road or forming a central median.
- Military Road HCA contains areas with varying heritage significance appropriateness of future change has been found by Heritage consultants NBRS.


CAMMERAY
CREMORNE
NORTH SYDNEY
MILSONS POINT
KURRABA POINT
CREMORNE POINT
MIDDLE HEAD
CLIFTON GARDEN RESERVE
TAROONGA ZOO
BRADLEYS HEAD
MILITARY ROAD
WYONG ROAD
STANTON ROAD
MEDUSA STREET
CENTRAL AVENUE
QUAKERS ROAD
IDA AVENUE
PINDARI AVENUE
RANGERS AVENUE
QUEEN STREET
BOYLE STREET
GERARD STREET
ARGYLE STREET
BELMORE STREET
BOLOGNE ROAD
BEACH ROAD
VICTORIA ROAD
WOLSELEY ROAD
TARANTIA ROAD
KAMELLA CRESCENT
KAMELLA AVENUE
HAYES STREET
HALL STREET
ROSEBERY STREET
BOND STREET
HORDEN LANE
MORUBRA AVENUE
HUGH AVENUE
STANLEY AVENUE
THE GROVE
ARGYLE STREET
BOTANIC PLACE
MAYSTON STREET
HELEN JANE
ARGYLE STREET
VISTA STREET
ARNOLD STREET
ARNOLD STREET
ARNOLD

Heritage conservation areas

The Mosman Development Control Plan identifies a series of distinct townscapes of which some are also HCA across the LGA, each defined by its own pattern of subdivision, built form, landscape setting and degree of heritage integrity. The descriptions below are drawn from the DCP and from NBRS Heritage report prepared in support of the Mosman Masterplan and set out the established character of each area as a basis for assessing the appropriateness of future change.

1 Bradleys Head Road HCA

Reflects key stages of Mosman's residential development through its historic street pattern, landscape, topography and architecture. It contains a wide range of domestic architecture, many built during the Federation and Inter-War periods, as well as displaying a range of conservation responses, and overall demonstrating the evolution of residential development in Sydney.

4 Holt Estate HCA

Encapsulates a largely intact early subdivision from 1902, with many original houses still present which share a consistent scale and form. Although many dwellings have been modified over time, the underlying pattern of early residential development remains evident. The modern character of the area is now largely dependant on its plane and brush box street plantings, which help conceal the visual impact of later alterations and additions.

7 Lang Street HCA (affected by the masterplan)

Highly appealing streetscape marked by generous plantings, a tree median strip, wide grassed verges, and a significant stand of mixed eucalyptus. Its modest early-20th-century houses form a cohesive and characterful ensemble in the central and northern portions, where heritage values remain legible. The southern end, by contrast, is neither visually cohesive nor intact: intervening infill development, tall boundary fencing and the transitional interface with Military Road have fragmented and isolated the remaining heritage buildings, so this section no longer makes a meaningful contribution to the HCA — supporting its removal from the conservation area.

10 Orlando HCA

Represents a predominantly residential neighbourhood characterised by modest houses that collectively reflect Mosman's Federation and Inter-War building patterns. Despite a wide range of architectural styles, the buildings blend well together and contribute to a cohesive overall character.

12 Shadforth Street HCA

The area contains a cohesive grouping of residential buildings, gardens and streetscape elements that collectively express Mosman's characteristic suburban identity. Although some buildings have individual heritage significance, it is the precinct's overall character, shaped by its architectural scale, topography, consistent public plantings, and its subtle distinction from other Mosman conservation areas, that underpins its broader heritage value.

2 The Crescent HCA

The area preserves a rare remnant of the early Lennon Estate subdivision and is historically associated to an influential Federation-period developer. Its aesthetic significance comes from the distinctive curved streets, sloping topography, and strong relationship with the surrounding parkland and mature trees. It includes a building of State heritage significance: the Third Church of Christ, Scientist.

5 Keston Avenue HCA

The area features a collection of modest Victorian, Federation and early 20th-century homes, including varieties of semi-detached housing, that remains largely unaffected by intrusive alterations. Its cohesive architectural scale and minimal changes over time make it a particularly sensitive precinct, where even small modifications can, and already have, started to diminish its heritage significance.

8 Lower Boyle Street HCA

Contains a prominent and largely intact group of Federation-period houses oriented toward the water and set above a densely vegetated natural reserve, reflecting early twentieth-century patterns of Mosman waterfront development. The relationship between the houses, the steep terrain, and the waterfront creates a distinctive and relatively rare historic townscape.

11 Raglan Street HCA

Forms part of Mosman's earliest residential subdivision, reflecting important late-19th-century speculative development patterns. The area contains a cohesive group of well-built and largely intact houses set within gardens and contribute to the strong streetscape character with its minimal intrusive elements and a distinctive linear form.

13 Upper Avenue Road HCA

Displays a highly intact and harmonious group of modest Federation-period houses set along an elevated streetscape with views toward Mosman Bay. The dwellings retain their original character with varied yet cohesive gardens and consistent street tree plantings, overall representing a rare and well-preserved example of unpretentious early 20th-century residential development in Mosman.

3 Glover and Nathan's Estates HCA

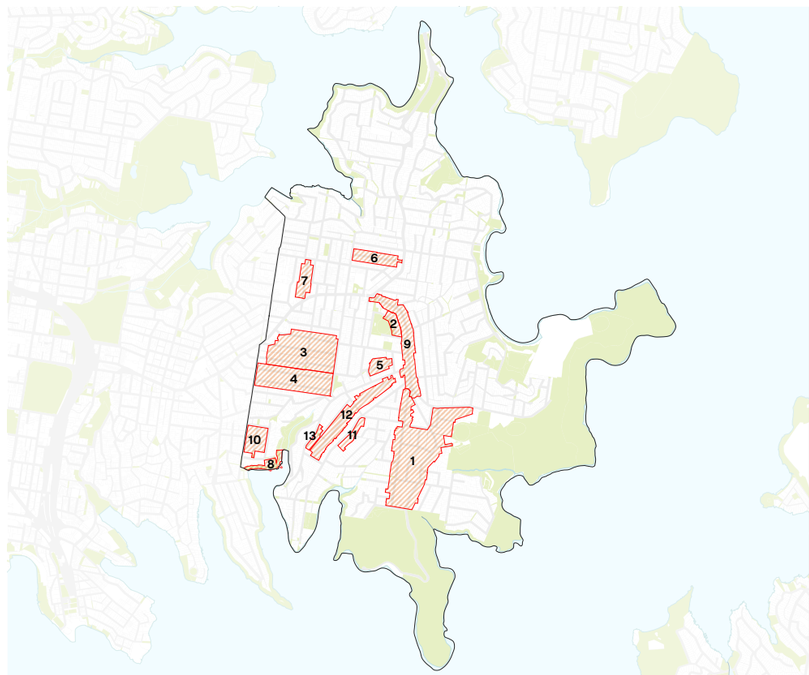
Represents a largely intact example of Mosman's late-19th and early-20th-century residential growth, when large estates were subdivided for development. This conservation area displays a strong mix of architectural styles including Italianate cottages, cohesive Federation-era housing, and Californian Bungalows. Its fine-grain character requires low transitions from its surroundings.

6 Killarney Estate HCA

Retains strong architectural and townscape cohesion created by the rapid development that followed the 1910 subdivision of the Killarney estate, as well as from Dalton Street's distinction as the first concrete-formed street in Mosman. Its aesthetic significance further comes from the diverse housing styles and sizes, including semi detached houses and free-standing dwellings that predominantly display Queen Anne or Arts and Crafts forms.

9 Military Road HCA (affected by the masterplan)

Reflects Mosman's earliest residential, commercial and military development, and the road's historic role as the suburb's main transport route and commercial spine. While the HCA was envisaged as a "marvellous microcosm" of Mosman's architecture, extensive infill development and unsympathetic alterations to shopfronts and facades — particularly around Spit Junction — have substantially diluted this legibility, leaving a fragmented streetscape that no longer functions as a coherent heritage precinct in its northern and central portions. The area retains a more cohesive village character to the south, supporting removal of the compromised northern and central sections from the HCA



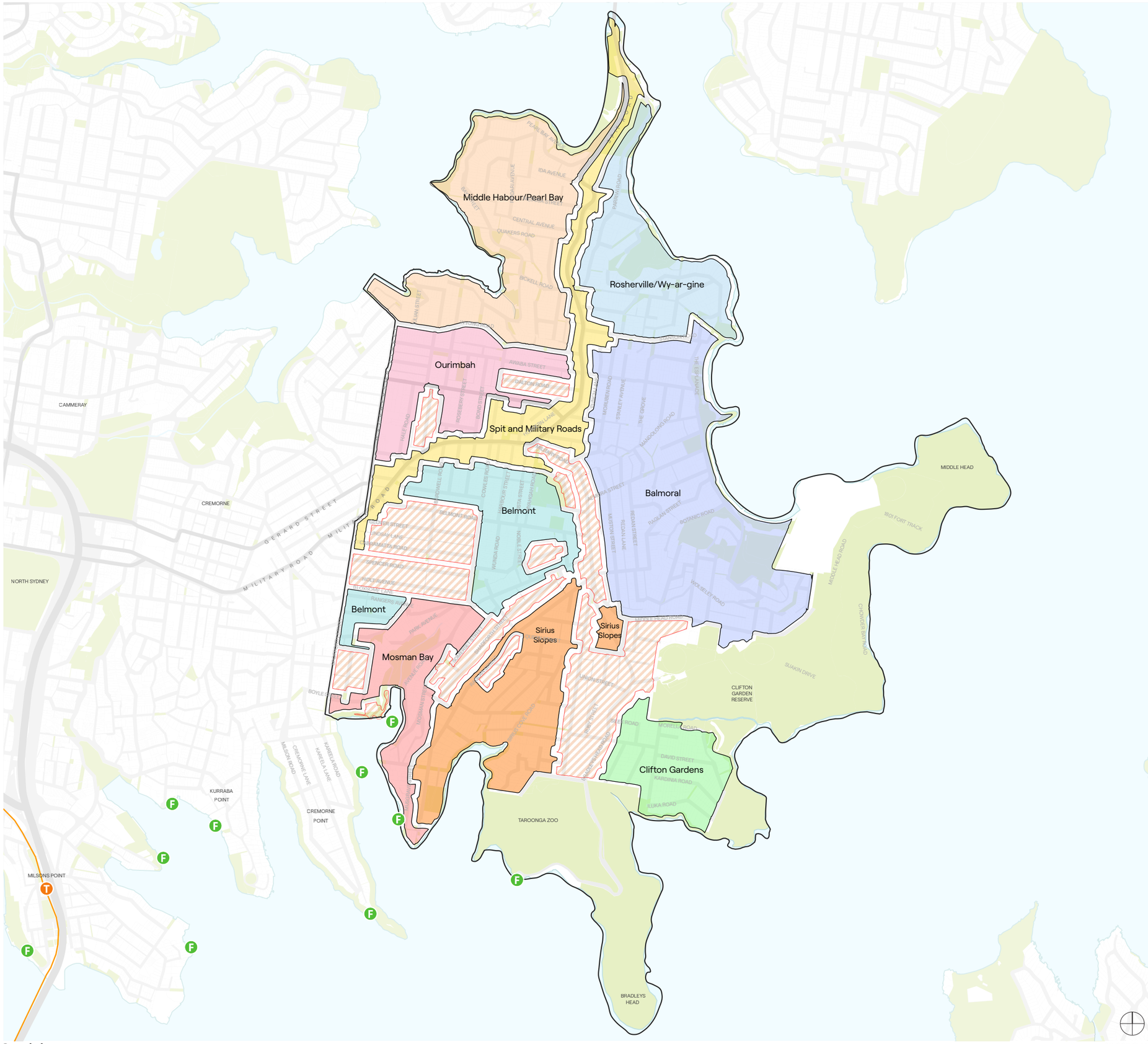
Local character

Mosman contains eight distinct local character areas, or "Townscapes," as referenced in the Residential DCP. These character areas are shaped by its unique physical and cultural attributes, created by the combination of harbour setting, dramatic topography, diverse vegetation, historical development, and a variety of built elements.

Together with the surrounding conservation areas, they form a defining layer of Mosman's built form and contribute significantly to the character of development across the LGA by guiding both existing and future development and controls.

Key findings

- The larger character areas of Balmoral, Middle Harbour/ Pearl Bay and Rosherville/Wy-ar-gine are located along steep harbour foreshore, where the dramatic topography and skyline strongly influence the overall character.
- Belmont is the only character area split into two separate locations, divided by a conservation area between them.
- Spit Road and Military Road are key corridors of Mosman but have evolved substantially in their heritage value due to commercial and retail modifications.



Local character areas

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KEY

- LGA boundary
- Heritage conservation area
- Open space
- Train station
- Ferry stop

Character areas

Balmoral

The Balmoral townscape descends from the main ridgeline towards Middle Harbour in a modified grid pattern, creating dramatic view corridors down main roads. Its residential character blends Federation and bungalow homes on the upper slopes with smaller houses and low-rise 1930s apartments closer to the beach. Light to dense vegetation, including eucalyptus and fig trees, along with consistent sandstone elements, enhances the coastal landscape. The neighbourhood also holds cultural significance, containing one of Sydney's oldest Aboriginal middens.

Belmont

The Belmont townscape is defined by its gentle slopes, grid street layout, and the sense of enclosure created by established trees. Its character comes from the consistent low rise scale, featuring late-19th and early-20th century suburban development, featuring modest single-storey homes in a mix of Federation, Arts and Crafts, and Victorian styles. This character area includes key community facilities such as Mosman Park, Mosman Primary School, and the Allan Border Oval.

Spit and Military Roads

Spit Road and Military Road are the primary arterial roads, facilitating the movement of vehicles, pedestrians, cyclists, and goods into and out of Mosman. The area sits along the Mosman ridgeline plateau and is characterised by relatively dense development, with buildings positioned close to the street and a mix of residential flat buildings and commercial uses. Development is largely contemporary in form, with limited tree cover resulting in a more open and exposed streetscape character

Middle Harbour/Pearl Bay

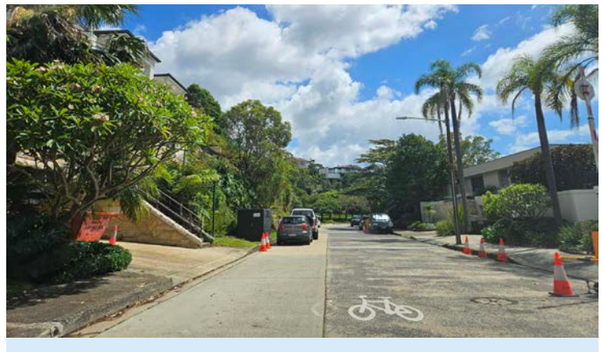
The Middle Harbour/Pearl Bay townscape is shaped by its steep, harbour-facing slopes and strong visual connection to the water, reinforced by its contour based street pattern. Its character is defined by modest brick homes alongside more recent larger houses. The landscape features light to medium tree cover and distinctive sandstone cliff faces that contribute to its coastal identity. Community facilities includes Beauty Point Public School, Quakers Hat Park and Joel's Reserve.

Mosman Bay

The Mosman Bay townscape is defined by its steep valley setting creating an intimate, enclosed character with intermittent views toward Sydney Harbour. Street patterns follow the contours and are often framed by, stone walls, and light tree cover. The area features a mix of small and large single story Federation dwellings and residential flats that form part of the Mosman Bay skyline, with boatsheds lining the foreshore. Community spaces include Reid Park, Mosman Wharf and Musgrave Wharf anchoring the area's waterfront as a social and transport hub.

Ourimbah

The Ourimbah townscape is defined by its gentle sloping land and northerly aspect, which together create a spacious suburban character. The area has a modest suburban scale, with a mix of housing styles on a grid pattern. Brick and timber homes establishes the character of the area with light tree cover, dominated by mixed eucalyptus plantings. Community facilities include the Middle Harbour Public School and the Mosman Lawn Tennis Club.



Rosherville/Wy-ar-gine

The Rosherville/Wy-ar-gine townscape is defined by its sloping topography and north-east aspect overlooking Chinamans Beach and Rosherville Reserve. Irregular lots and streets with sandstone retaining walls are common features. Homes are well spaced and oriented toward Middle Harbour, with a diverse architectural mix, and roof forms that play an important role due to their visibility across the slopes. Remnant Angophora-dominated bushland, along with Norfolk Pines and jacarandas, contributes to the landscape.

Sirius Slopes

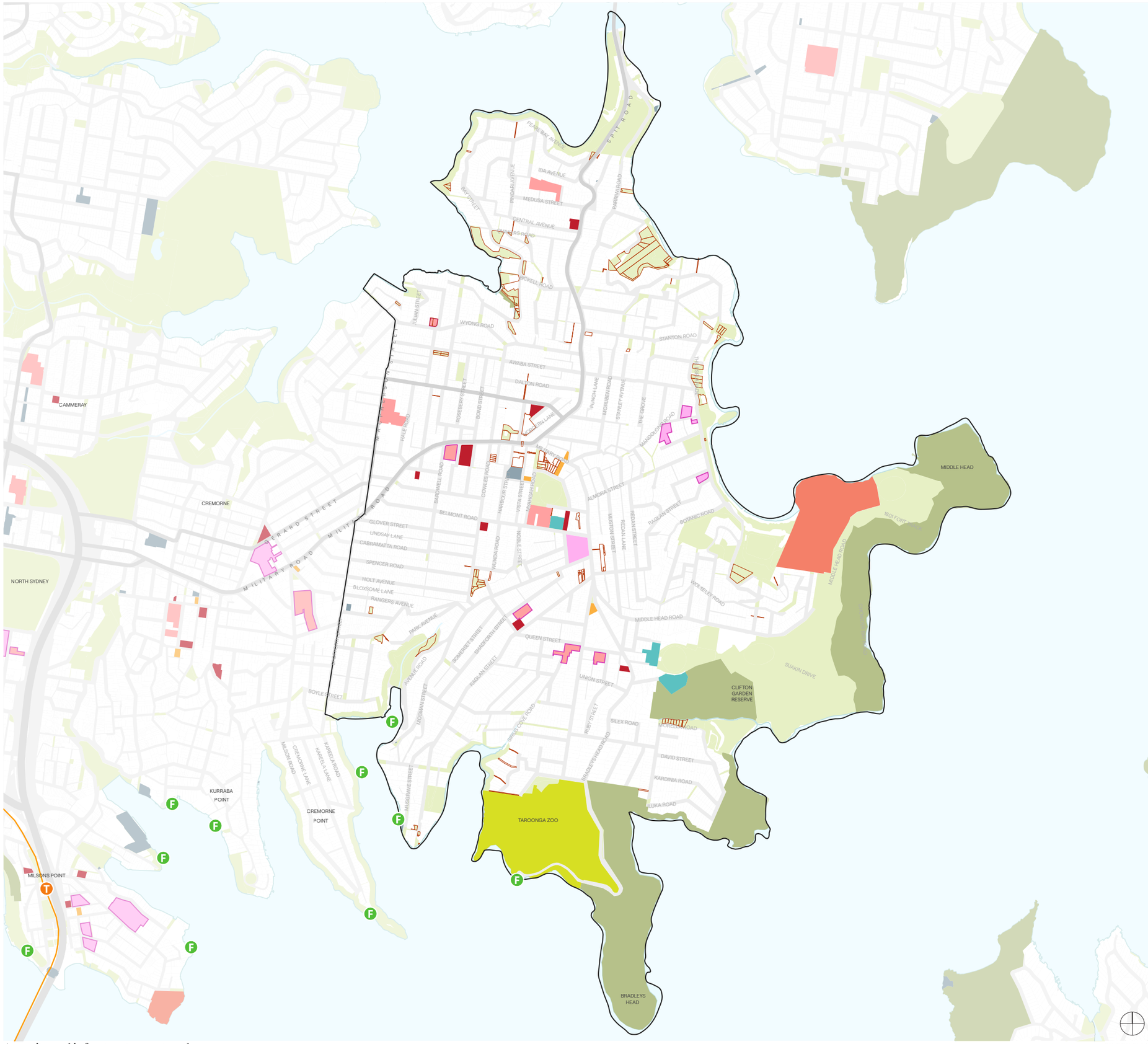
The Sirius Slopes townscape is defined by its steep valley setting between two ridges, creating steep and enclosed streets with views toward Sydney Harbour. Larger lots and a diverse mix of houses are prevalent, with irregular orientation patterns and several Arts and Crafts style homes. Light to medium tree cover occurs across the slopes, with heavier vegetation along the Bradleys Head Road ridgeline. Key community facilities include Sirius Cove, Curraghbeena Park and several private schools.

Amenity and infrastructure

Mosman contains a diverse network of community infrastructure, public open space and environmental assets distributed throughout the LGA. The most significant components include extensive parks and nature reserves, complemented by the suburb's network of schools and community facilities.

Key findings

- Services and infrastructure are concentrated along the central spine of Military Road, forming a key corridor of services, retail, transport, and community facilities. Amenities not located along this spine are typically positioned along the periphery.
- Schools are well distributed across the precinct, with a notably higher number of private/independent schools.
- Outside of green open spaces and environmental areas, the precinct lacks a broader mix of community and sporting facilities, particularly in the centre.



KEY

- LGA boundary
- Council owned lots
- Private schools
- Primary schools
- High schools
- K-12 schools
- Community services (police, library, community centre etc.)
- Religious facilities (church, mosque, synagogue etc.)
- Sporting facilities
- Military and government
- Environmental conservation areas
- Infrastructure (substation, parking lot, bus depot etc.)
- Zoo
- Open space
- Train station
- Ferry stop

Amenity and infrastructure network

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Arts and culture

Mosman has a long-standing association with visual art, rooted in its harbourside landscape. From the 1880s to 1912, artists' camps established along the foreshore — most notably Curlew Camp at Little Sirius Cove — became a base for painters including Arthur Streeton and Tom Roberts, whose work there helped define the Heidelberg School and a distinctly Australian landscape tradition in the years before Federation. This early association between the harbourside setting and the development of Australian painting has been described as one of the "sacred sites" of Australian art, and remains legible today through the Curlew Camp Artists' Walk at Sirius Cove Reserve.

This landscape-derived cultural identity was subsequently institutionalised through Council-led initiatives. The Mosman Art Prize, established in 1947 by Alderman Allan Gamble, is Australia's oldest local government art award and, as an acquisitive prize, has directly built the Mosman Art Collection over nearly eight decades — from inaugural winner Margaret Olley to contemporary practitioners such as Guan Wei and Michael Zavros. The opening of Mosman Art Gallery in 1998 gave this growing collection a permanent home and public program, consolidating the Gallery as the municipality's primary cultural institution.

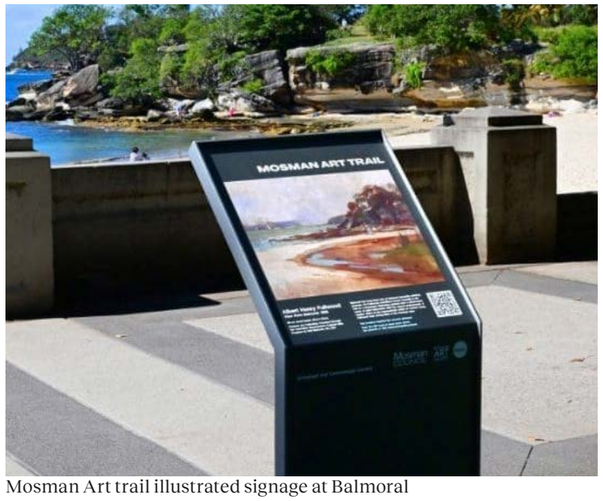
Another significant artists program is Headland Artists, an artistic community overlooking Sydney Harbour at Georges Heights in Mosman. This creative hub features roughly 20 working studios, art schools, and galleries housed in historic military buildings overlooking Sydney Harbour.

Mosman Council has also established a number of public art initiatives that return this collection, and new commissions, to the public realm:

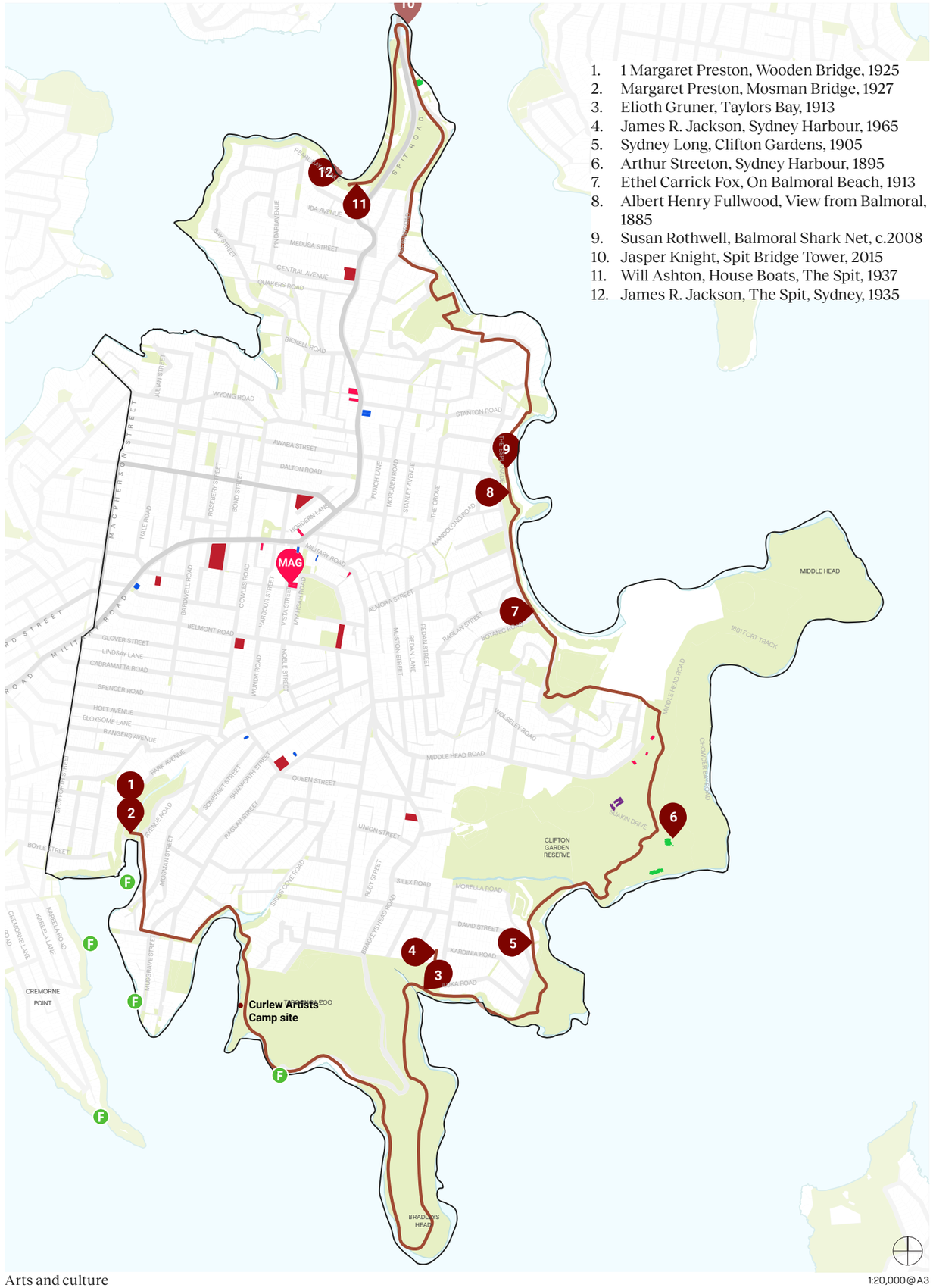
- Mosman Art Trail: a 10km circuit of illustrated signage across the LGA pairing historic paintings from the Collection with their original harbourside vantage points
- Sculpture Terrace, Mosman Art Gallery: a curated display of sculptural works including Anne Ferguson's Italian City, Maddie Gibbs' Spirit Figures, and Samantha Stephenson's Nest
- Freestanding civic public art: standalone works sited across the suburb, such as Christopher Hodges' The White Flower at Hunter Park
- Curlew Camp Artists' Walk: a foreshore walking trail and interpretive installation at Sirius Cove Reserve marking the site of the historic artists' camp
- Artist's residence at Council Depot site on 83 Cowles Rd.

Maddie Biggs, 2022, Coreten steel, Mosman Art Gallery

Christopher Hodges, The white flower, 2099, sculpture, Mosman Art Gallery



Mosman Art trail illustrated signage at Balmoral



Arts and culture

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Built form

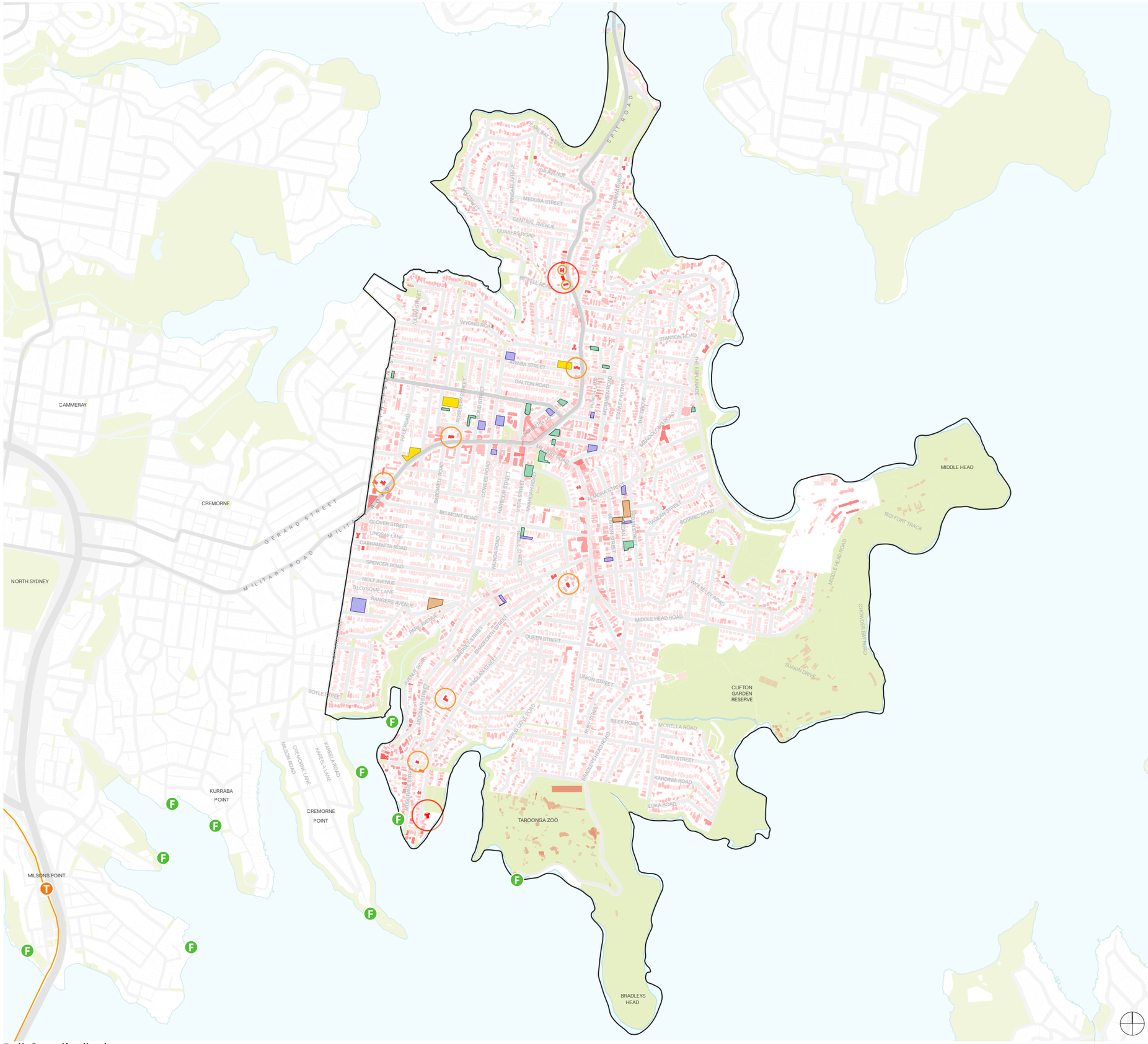
Mosman's built form is characterised by its predominantly low to medium density residential fabric, with higher density development concentrated in selected locations, primarily along the Spit-Military Road corridor. Newer developments are dispersed throughout the area and include a mix of proposed HDA developments, SSDAs, DAs and recently approved DAs.

Key findings

- Higher-density built form is concentrated around the Spit Junction intersection, enhanced by its accessibility to key transport.
- Existing built form Existing built form is generally below 10 storeys (31.1 m) in height, with only two buildings exceeding 12 storeys (36m).

KEY

- LGA boundary
- Proposed HDAs
- SSDAs
- Approved DAs
- Recent development
- 1.1 - 6m
- 6 - 11.1m
- 11.1 - 16.1m
- 16.1 - 21.1m
- 21.1 - 26.1m
- 26.1 - 31.1m
- 31.1 - 36m
- 36 - 41m
- 41 - 46m
- Built form over 31.1m
- Built form over 36m
- Open space
- Train station
- Ferry stop



Built form distribution

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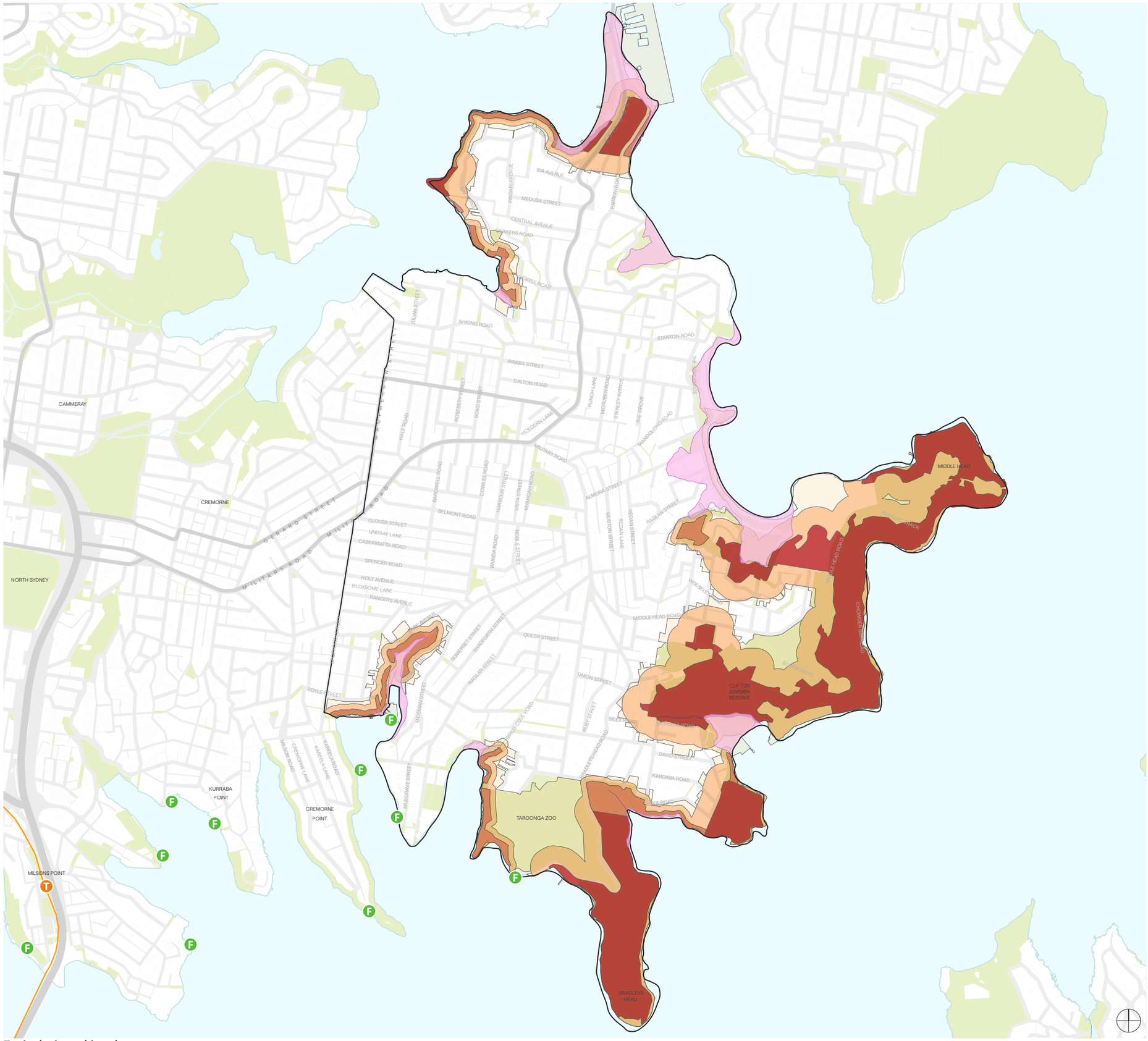
Ecological considerations

Mosman is subject to a range of ecological considerations, most notably concentrated along its coastal and bushland edges. Key environmental sensitivities include bushfire prone land, biodiversity corridors, and acid sulfate soil areas.

Key findings

- Mosman's south-eastern region is significantly affected by bushfire risk, largely due to its extensive natural landscapes. Areas such as Bradleys Head and Clifton Gardens include substantial tracts of category 1 bushfire-prone land.
- Among the various ecological considerations, the biodiversity corridor covers the most extensive area with portions extending inland to the central spine and nearby pockets of green spaces.
- Acid sulfate soils are predominantly concentrated along Mosman's northern and north-eastern beachfronts, including areas like Balmoral and Chinamans Beach.



KEY

- LGA boundary
- Biodiversity corridor
- Acid sulfate soil area
- Category 1 bushfire
- Category 2 bushfire
- Category 3 bushfire
- Category 4 bushfire
- Open space
- Train station
- Ferry stop

Ecological considerations

1:20,000@A3

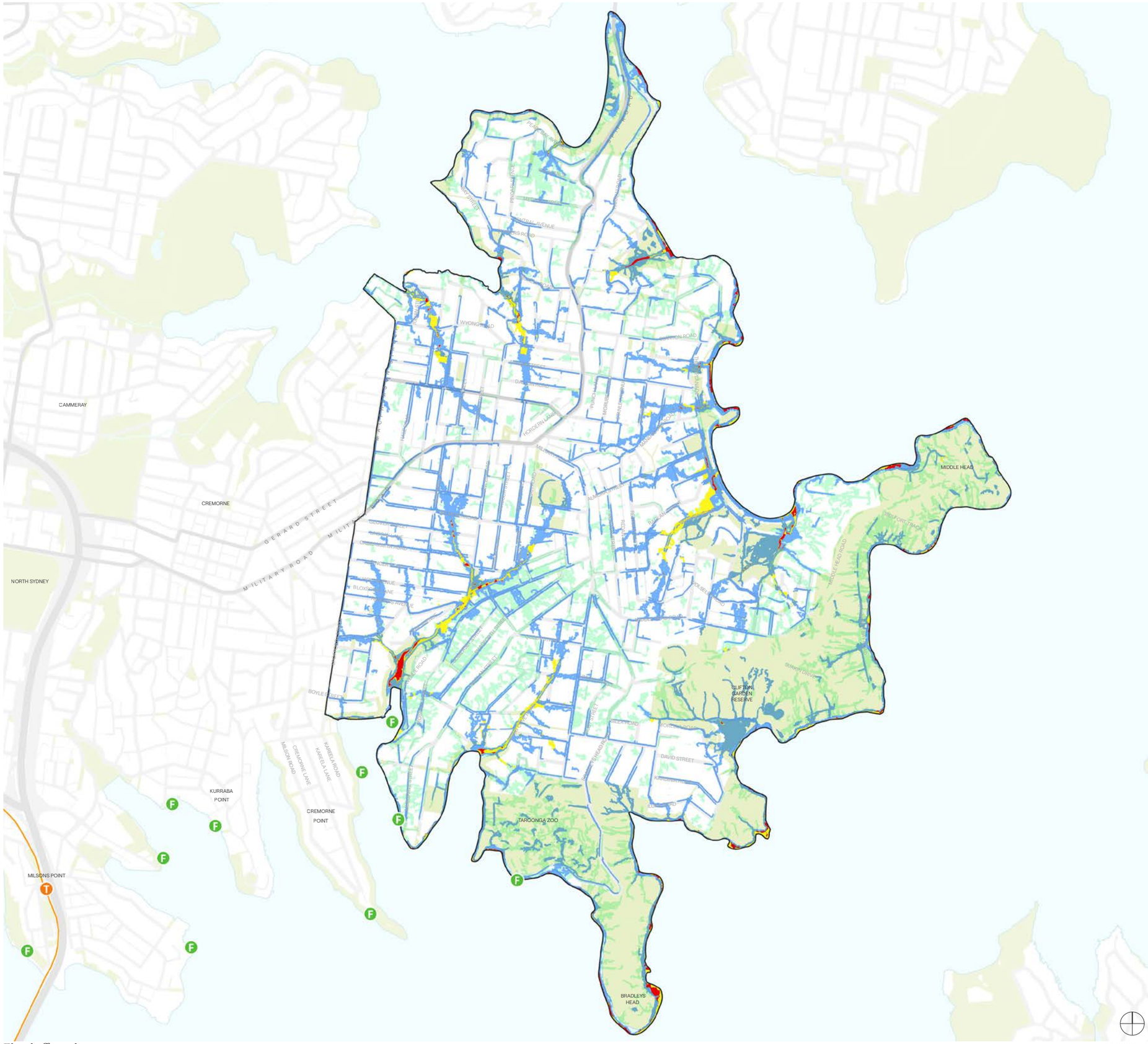
Flood-affected areas

Mosman Council prepared a flood assessment study in 2025 and is currently in the process of developing the Floodplain Risk Management Study.

A preliminary Flood Planning Constraint Categories (FPCC) mapping has been prepared with the study to help inform land use planning decisions. These categories range from FPCC1, representing areas with the most severe constraints through to FPCC4, which identifies land with minimal flood-related constraints and fewer development limitations

Key findings

- Majority of the preliminary FPCC 1 and 2 land lies within Council reserve or roadway where if any, future development may require risk management strategies.
- Land falling mostly within FPCC3 are areas with increased development density is possible, provided that appropriate flood-related development controls are implemented.
- Despite these constraints, Mosman retains a considerable amount of land classified as FPCC4 or better indicating areas typically suitable for most types of development with standard planning considerations. further development.



KEY

- LGA boundary
- FPCC 1
- FPCC 2
- FPCC 3
- FPCC 4
- Open space
- Train station
- Ferry stop

Flood affected areas

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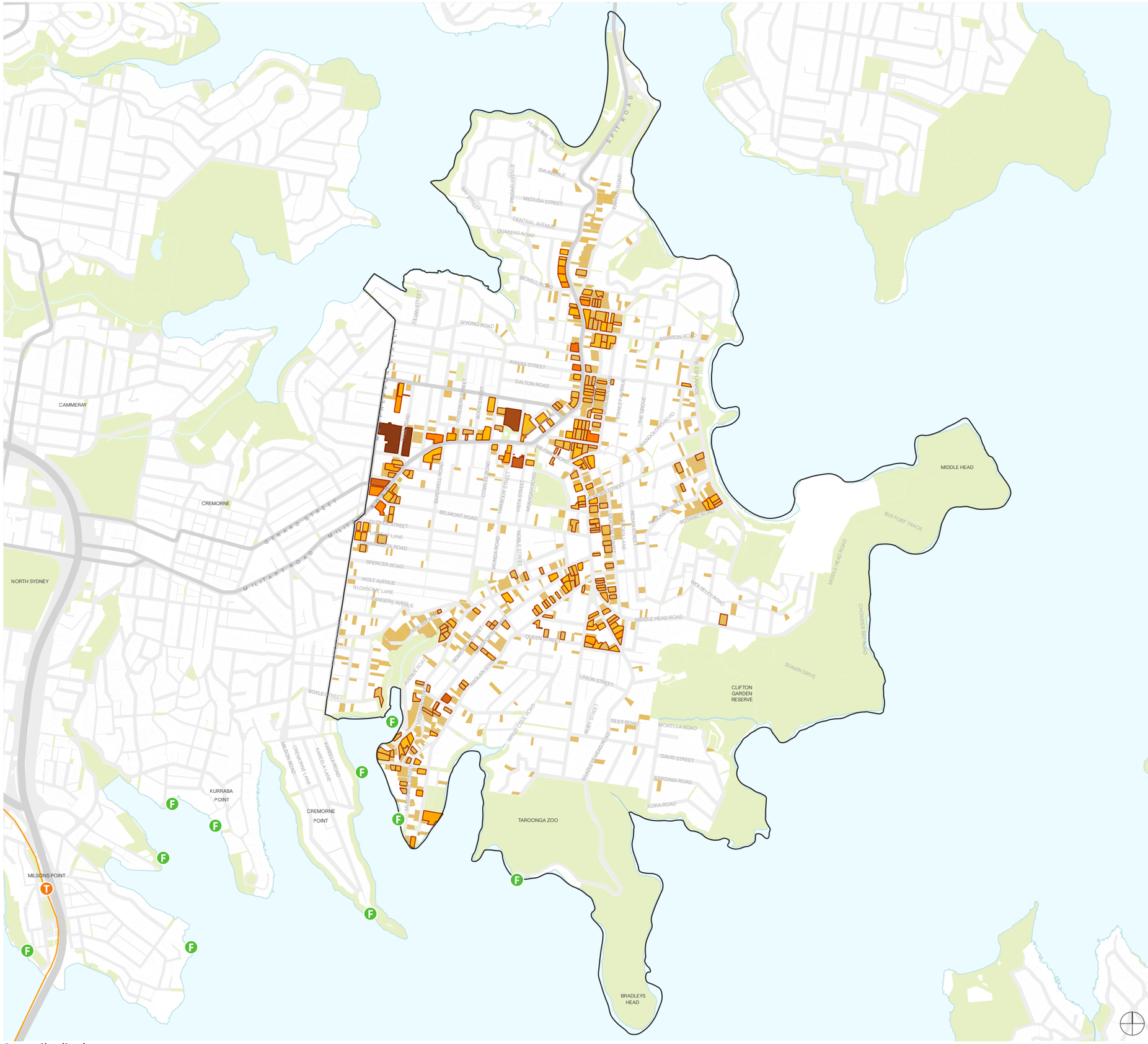
Ownership - Strata titles

Mosman contains a range of strata developments that reflect the varied local residential character. The LGA is predominantly low to medium density built forms, resulting in a suburb characterised by single dwellings, smaller apartment buildings and walk-up flats. Larger developments are relatively rare, in part due to the resistance to new development and the desire to preserve unchanged the Mosman's established village atmosphere and character.

Key findings

- Strata properties are predominantly concentrated along the Military Road and Spit Road corridor spine, where accessibility and increased zoning provisions on this frontage have supported increased density.
- A cluster of strata developments is located along the south-western edge, extending towards Mosman Bay Wharf.
- Much of Mosman falls within the under-10 lot strata title category, indicating more smaller apartments and flats rather than large scale complexes.
- Above 100 strata lots developments are primarily located along the western section of Military Road, extending towards neighbouring suburbs further inland.
- Strata developments have an average unit size of 105m² (based on Geoscape data and Strata Hub data).



KEY

- LGA boundary
- Strata titles over 10
- 2 strata titles
- 28 strata titles
- 56 strata titles
- 84 strata titles
- 112 strata titles
- 140 strata titles
- Open space
- Train station
- Ferry stop

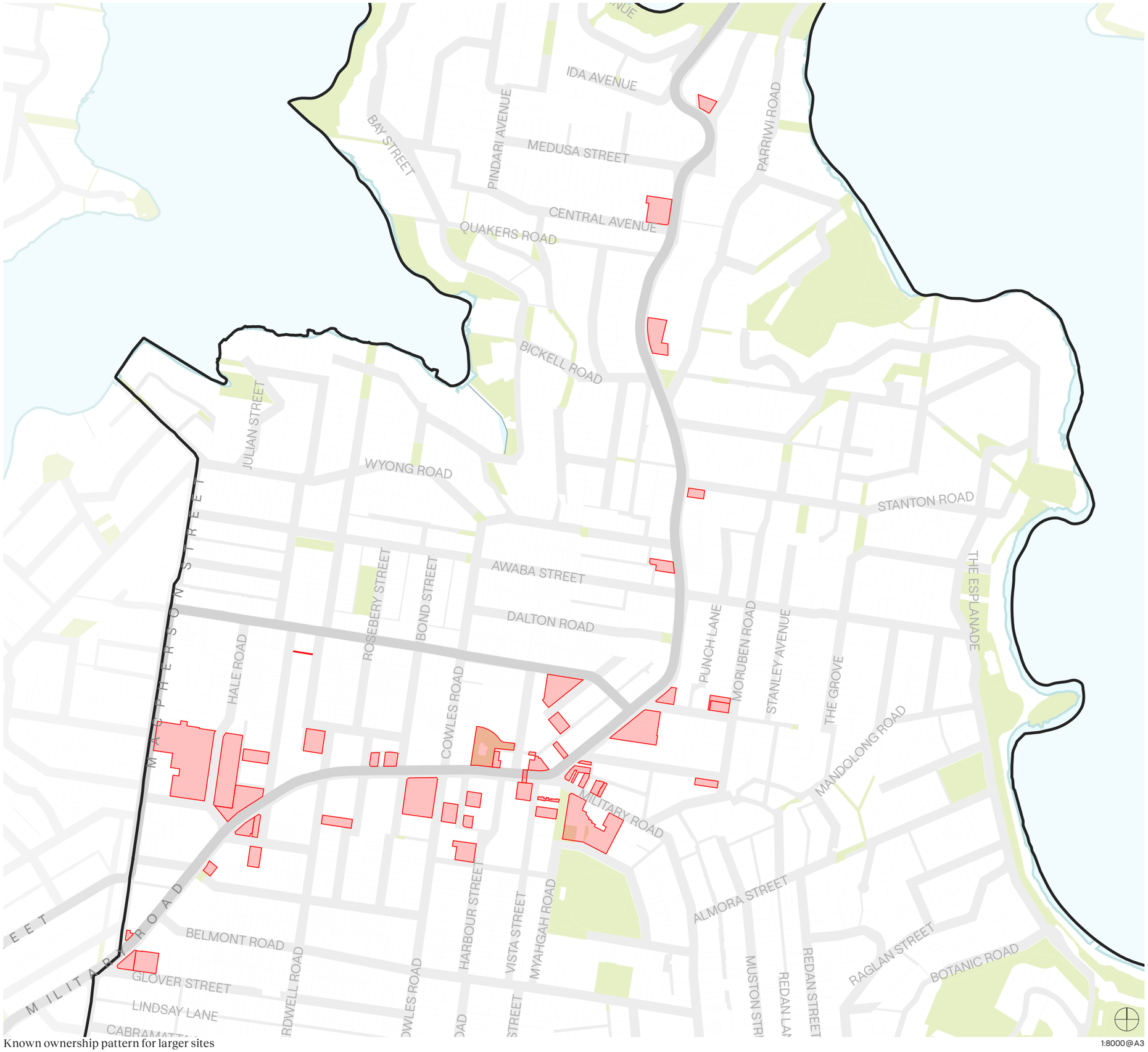
Strata distribution

1:20,000@A3

Ownership - Large sites

The diagram opposite identifies larger sites that are known to be in single ownership. Most of these sites are located along the Military and Spit Road corridor.

The ownership pattern is relevant to the masterplan as large lots in single ownership are considered more likely to re develop in the short term and deliver housing and associated public benefits earlier.



KEY

- LGA boundary
- Single ownerships
- Open space
- Train station
- Ferry stop

Known ownership pattern for larger sites

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Challenges

Steep terrain creates accessibility issues, discourages walking and cycling, and increases reliance on private vehicles. Steep topographical changes are also a significant architectural challenge for new developments that often have to manage the change via significant shear walls limiting opportunities for positive urban outcomes and passive surveillance.

Military Road and Spit Road are the only major arterial routes connecting Mosman to Greater Sydney and Northern Beaches. These corridors are already heavily congested, with limited capacity for additional volume. The spines are a thoroughfare from the Northern beaches to Sydney CBD and most of the vehicular traffic travels through Mosman.

Heritage conservation areas cover a large portion of Mosman. Although redevelopment can occur in these areas, it must be sensitively integrated to preserve the area's historic character and sense of place limiting potential for height and density.

Heritage properties are not confined to a single precinct but are scattered across the LGA, often as isolated sites. Heritage items must be fully or partially retained and specific assessment must be carried out before development has given consent.

Heritage landscapes, comprising established tree canopy, are scattered across the LGA. In some cases, trees line the full length of the street, forming a defining characteristic, or are within backyards. The need to retain established trees, where possible, may limit development potential on some sites.

Strata properties containing more than 10 lots, mainly along Spit Road, may present financial and ownership complexities that constrain redevelopment.

Scenic protection zone extends along much of the LGA's periphery, where development is subject to stringent visual impact controls.

Areas outside the public transport catchment have reduced accessibility to public transport services.

Bushfire prone

Littoral rainforest area

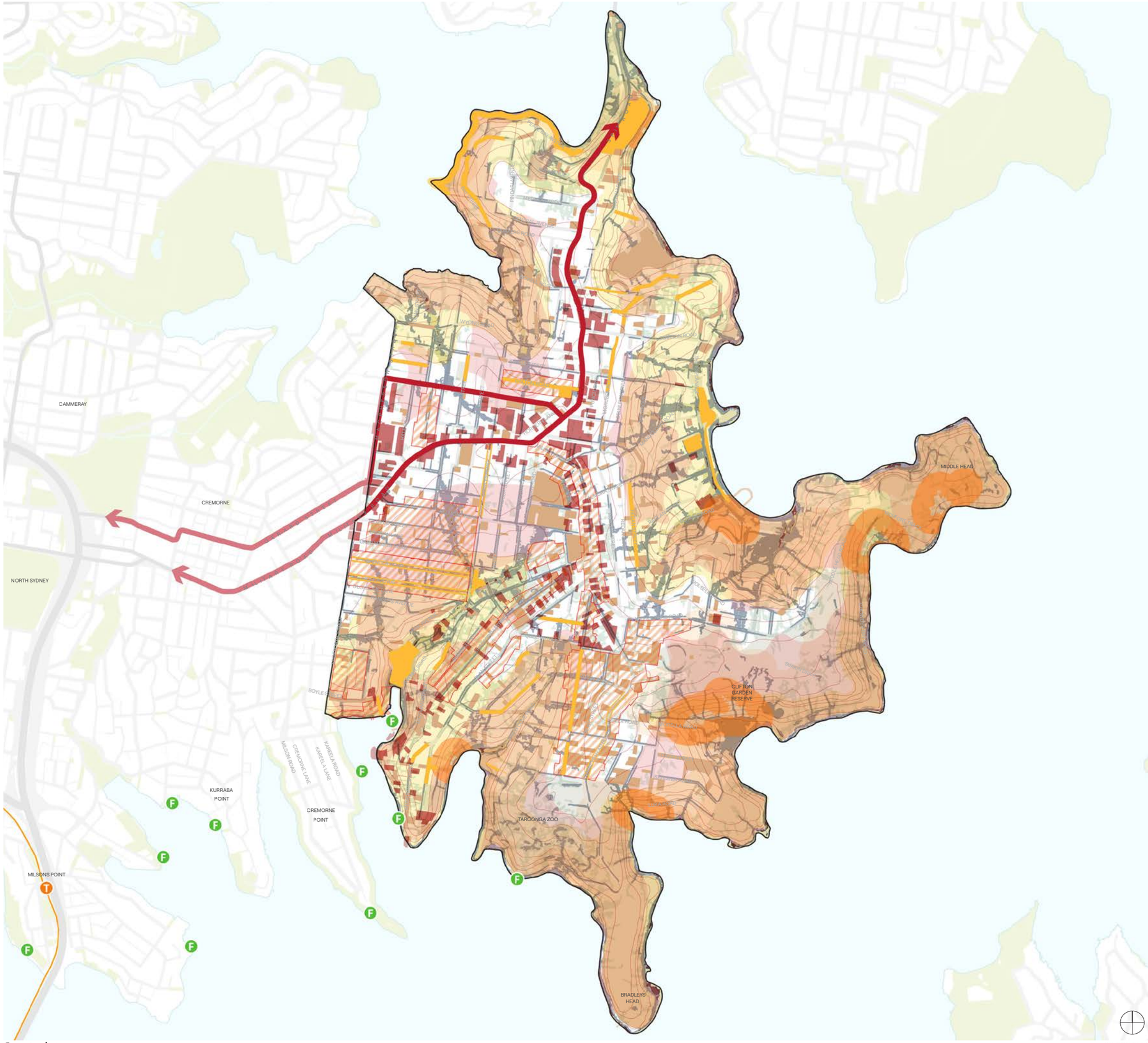
KEY

LGA boundary

Open space

Train station

Ferry stop



Constraints

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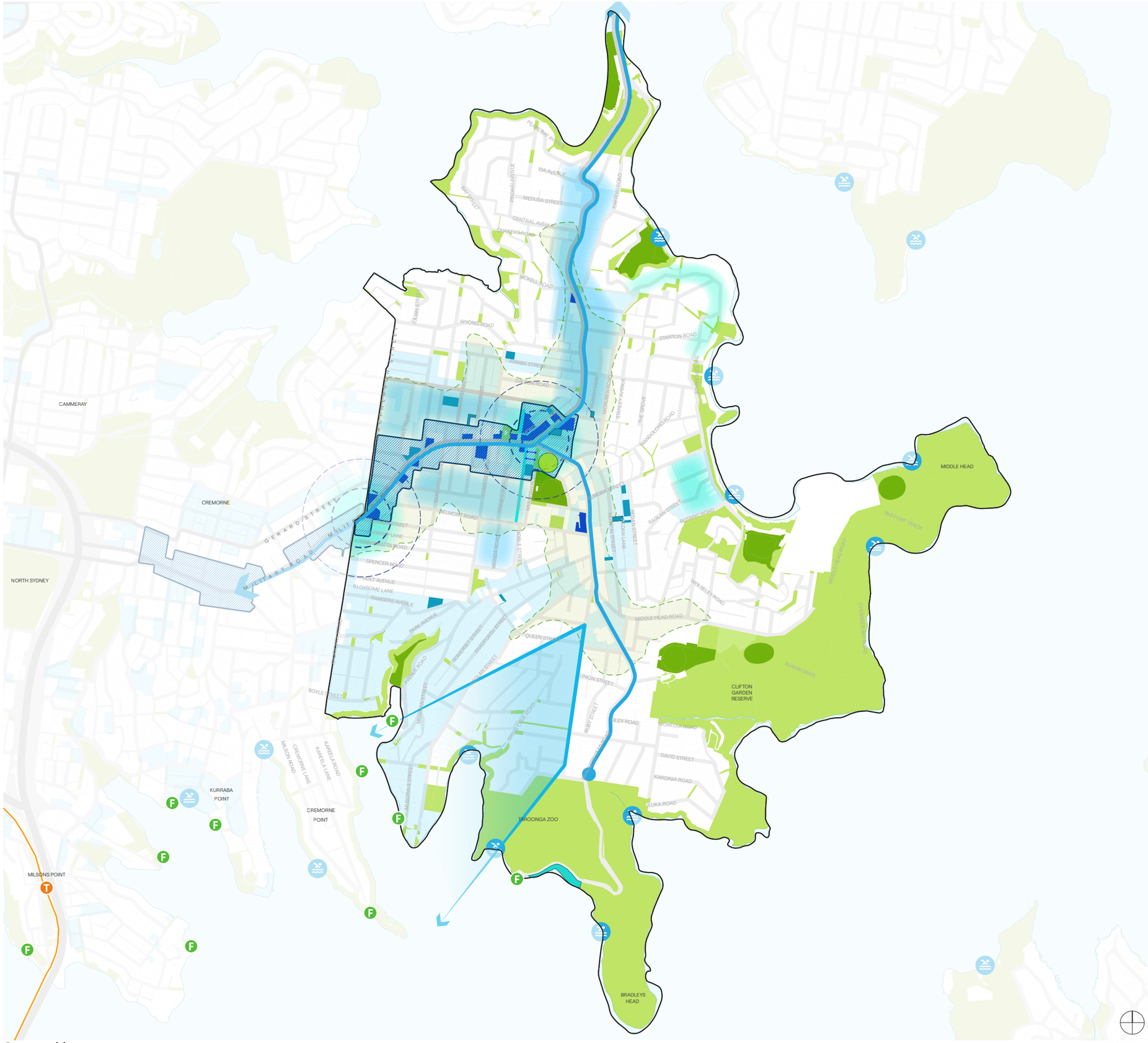
Opportunities

- Frequent bus services along Military Road and Spit Road provide a strong basis for transport-oriented development and future service improvements as the population grows.
- Beaches and ocean pools offer a distinctive landscape character and lifestyle appeal. These assets present opportunities for integrating green infrastructure and enhancing public realm quality.
- Sloping terrain enables panoramic harbour views, presenting opportunities for context-responsive height strategies that enhance amenity while respecting local character.
- Ridgeline plateau zone identifies flatter land with greater potential to accommodate further development.
- Local residents have access to a diverse range of passive open spaces, such as bushland reserves and waterfront open space.
- Active open spaces, such as sporting fields and ovals, are well-distributed across the LGA, ensuring convenient access to facilities that support active lifestyles and community interaction.
- The proposed open space expansion of the Mosman village green will further enhance public amenity in the vicinity of Spit Junction intersection.
- Gateway intersection catchment highlights high activity areas surrounding key road intersections, providing opportunity for increased density.
- Local centres corridors provide a benchmark for identifying surrounding opportunity areas.
- Major opportunity sites highlight key areas for further intensification.
- Opportunity for increased density in areas along transport corridors due to their higher level of accessibility.
- Opportunity for increased density in areas along regional open space destinations.



KEY

- LGA boundary
- Train station
- Ferry stop
- Active open space
- Passive open space
- Beach/ocean pool
- SSDAs, HDAs, DAs
- R3 zone

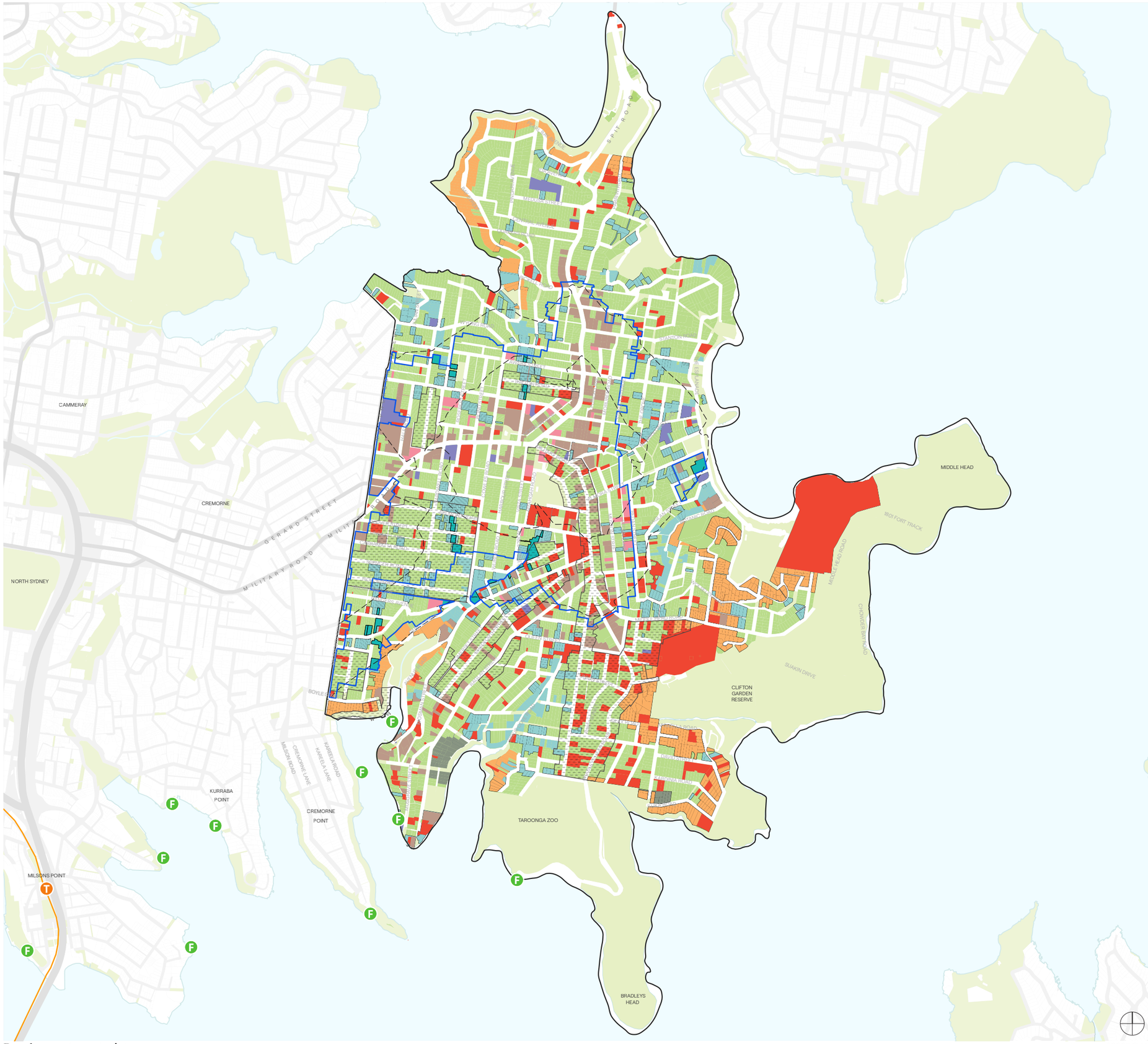
Opportunities

1:20,000@A3

Development constraints

Site constraints may reduce redevelopment potential to varying degrees, affecting the likelihood of redevelopment within the Masterplan timeframe. While constrained sites remain subject to the Masterplan and any proposed uplift, they are considered unlikely to redevelop.

- Unconstrained lots
- Heritage-listed properties are subject to statutory controls that limit demolition, alterations and redevelopment, reducing opportunities for site amalgamation and redevelopment uplift.
- Strata developments with more than 10 lots present significant redevelopment constraints due to multiple owners and potentially reduced redevelopment feasibility. The time, negotiation and financial alignment required often outweighing the additional development potential.
- Recent developments are more unlikely to redevelop due to the substantial investment already made, their remaining economic life and limited redevelopment incentive.
- Community infrastructure is typically in public ownership and/or serves a long-term community function and demand, limiting their potent and suitability for redevelopment.
- Sites containing biodiversity values, including littoral rainforest, present redevelopment constraints due to the need for biodiversity assessment and site-specific protection measures.
- Lots affected by flooding, may not be suitable for uplift due to the development restrictions imposed by the required flood strategies or high risk profile.
- Lots affected by bushfires risk may not be suitable for uplift due to the specification requirements and the limits on available insurances for high risk areas.



KEY

- LGA boundary
- Low to Mid Rise Housing boundary
- 400m and 800m catchment
- Heritage conservation areas (HCA)
- Open space
- Train station
- Ferry stop

Development constraints

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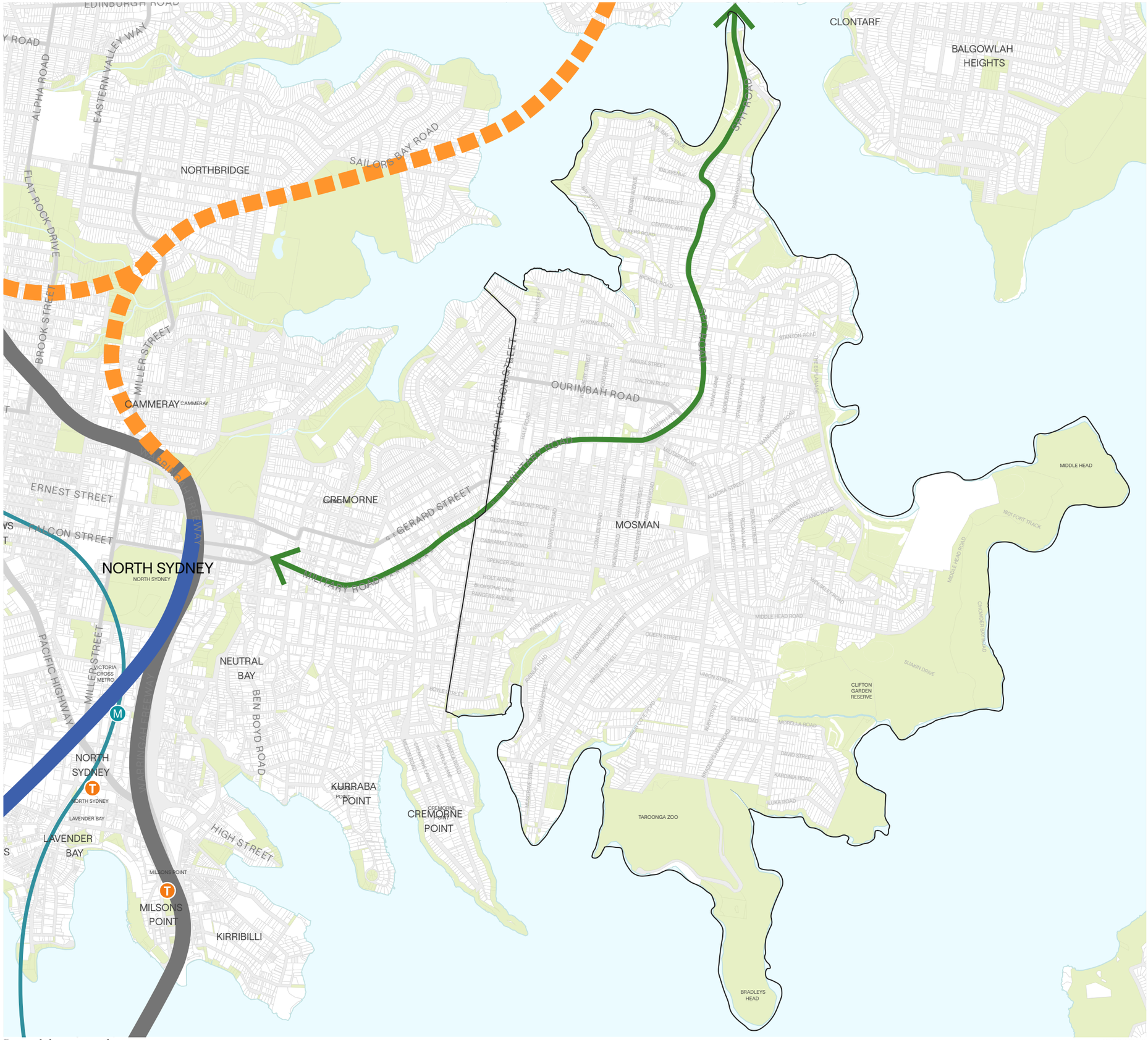
Opportunities beyond the Masterplan

Major infrastructure and city-shaping projects represent long-term aspirations that extend beyond the timeframe and scope of the Mosman Masterplan, but have the potential to significantly reshape movement, accessibility, and public domain outcomes within Mosman.

Beaches Link tunnel
One of the most significant of these projects is the Beaches Link tunnel. Although this project has been discussed in the public domain for many years and has more recently been removed from the State Government's infrastructure agenda, its delivery would have the potential to substantially reduce traffic volumes along Military Road which currently operates as a constrained and congested corridor, carrying both local and through-traffic movements. By diverting through-traffic away from Military Road, the tunnel could enable a reconsideration of the corridor's future role, function and public domain character..

The Beaches Link tunnel project is not within the direct control of Council or the Mosman Masterplan. However, advocacy for its future consideration and delivery forms an important part of the broader strategic planning process.



KEY

- LGA boundary
- Beaches Link Tunnel
- Metro line
- Military Road and Spit Road
- Western Harbour Tunnel
- Warringah Freeway Upgrades
- Open space

Beyond the masterplan

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4 Masterplan principles and drivers

Design principles and masterplan drivers

Design 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:

- Protect and enhance valued character
- Celebrate heritage
- Protect local amenity and liveability
- Bring the community on the journey
- Protect the environment
- Advocate for community needs and infrastructure
- Leverage value to deliver opportunities for all
- Plan for diverse and affordable housing

Together, these principles capture the "non-transactional" dimensions of place, identity, coherence, social and environmental outcomes, and lived experience, that are often missing from a purely desktop approach, and they ensure the masterplan shapes growth in a way that is context-responsive, locally legitimate, and implementable.

Masterplan drivers

Masterplan drivers have been developed to guide decision 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 decision 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.

DESIGN PRINCIPLES

Protect and enhance the valued character

Celebrate heritage

Protect local amenity and liveability

Bring the community on the journey

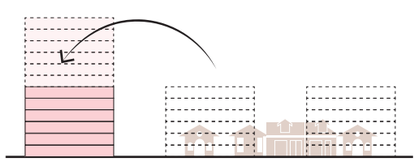
Protect the environment

Advocate for community needs and infrastructure

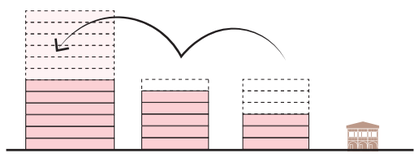
Leverage value to deliver opportunities for all

Plan for diverse and affordable housing

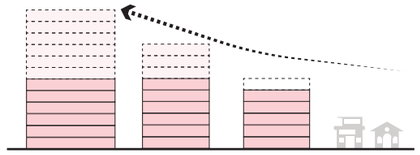
MASTERPLAN DRIVERS



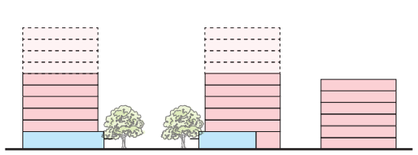
Protect heritage conservation areas



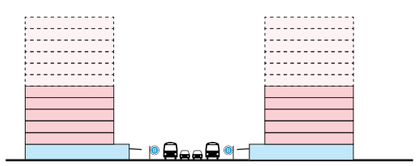
Minimise Impact on Heritage items



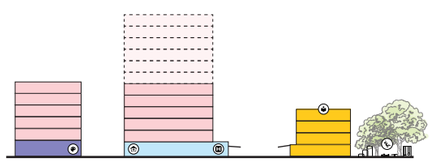
Provide a legible and gradual height transition



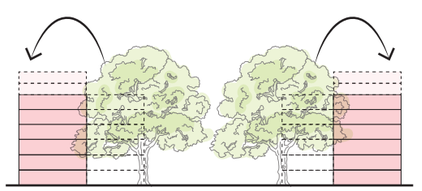
Strengthen and include local centres



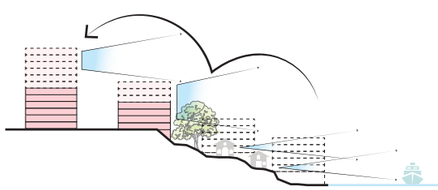
Prioritise housing near public transport and services



Plan strategically for long-term community needs



Protect mature trees, especially street trees



Safeguard the scenic protection area

Masterplan principles and drivers

Each design principle is further elaborated upon within the context of Mosman and overarching intent of the Masterplan.

The Masterplan drivers are also expanded upon in the following pages, accompanied by diagrams that illustrate the potential spatial implications of each driver.

Protect and enhance the valued character

The masterplan will retain and strengthen the distinctive qualities of Mosman's character – from the village atmosphere, streets and buildings to heritage, landscape, public views, how people move around, and environmental considerations. New development should reinforce, not dilute, local identity through context-led design.

Celebrate heritage

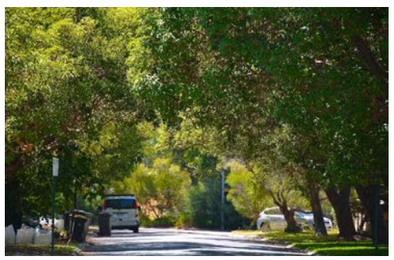
The masterplan will direct growth toward areas with a demonstrated capacity for change, while preserving heritage significance through appropriate curtilage, setting and visual relationships, including controls for setbacks, height transition, and interface design where higher density occurs nearby.

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

Analyse community feedback and submissions received during the community consultation phase and ensure the masterplan responds to it.



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.

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.

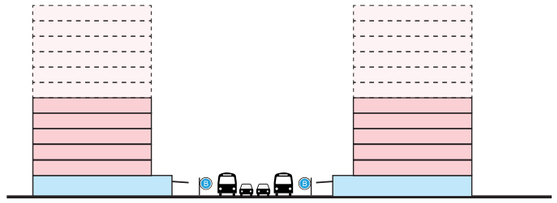
Leverage value to deliver opportunities for all

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



Prioritise housing near public transport and services

Objective:

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.

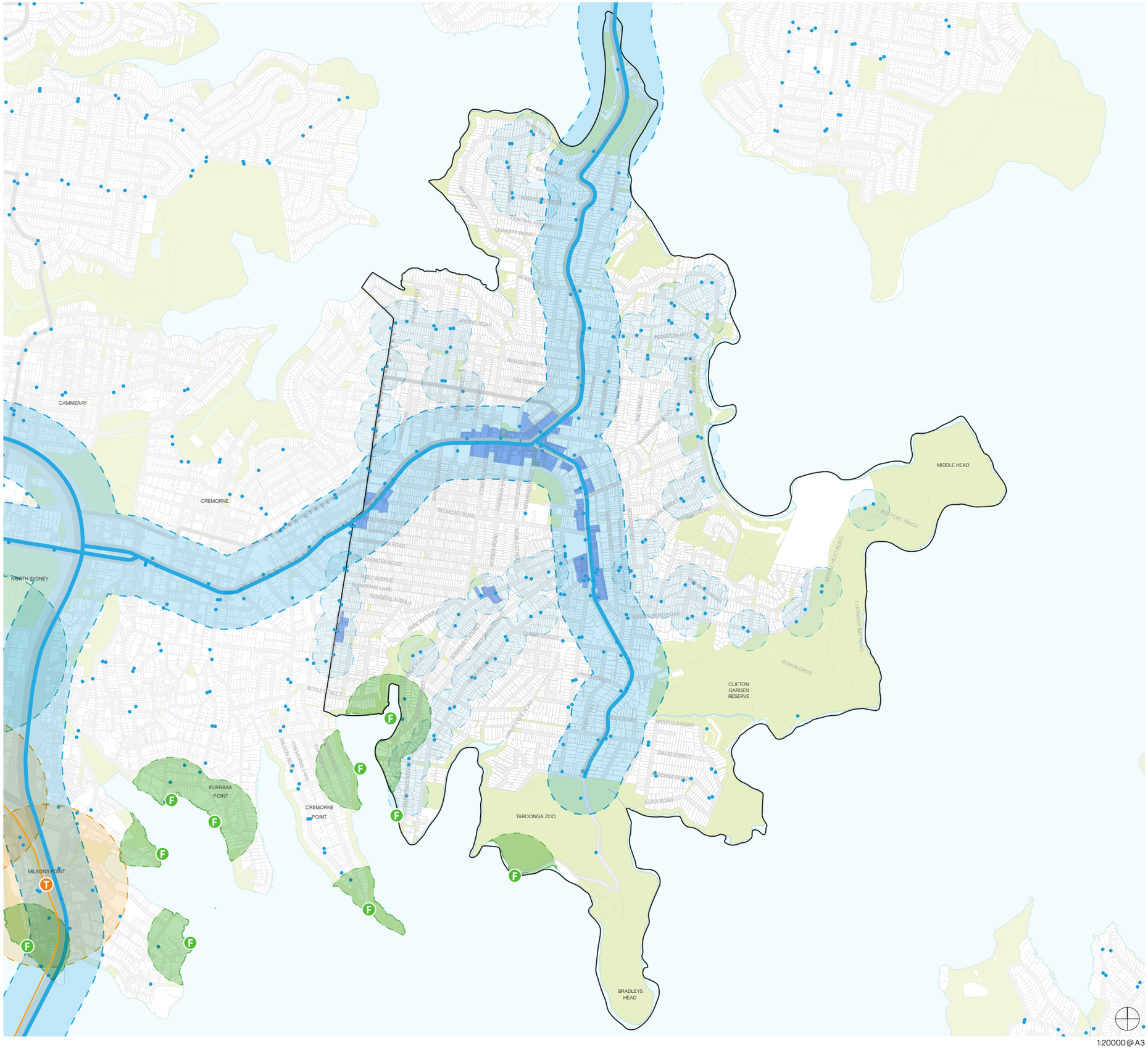
Relevant principles:

Advocate for community needs and infrastructure

Protect local amenity and liveability

KEY

- LGA boundary
- Frequent bus service
- Local centre
- 200m catchment to frequent service bus stops
- 200m catchment to ferry stops
- Open space
- Train station
- Ferry stop
- Bus stop



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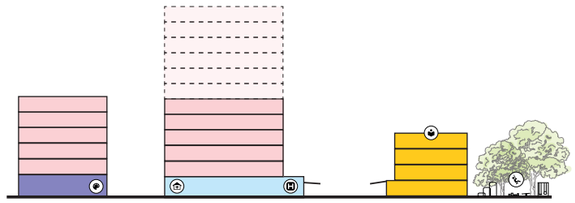
Masterplan drivers



Plan strategically for long-term community needs

Objective:

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.

Relevant principles:

Advocate for community needs and infrastructure

Leverage value to deliver opportunities for all

KEY

- LGA boundary
- Primary school
- High school
- Private schools
- 800m catchment from primary schools
- Open space
- Train station
- Ferry stop

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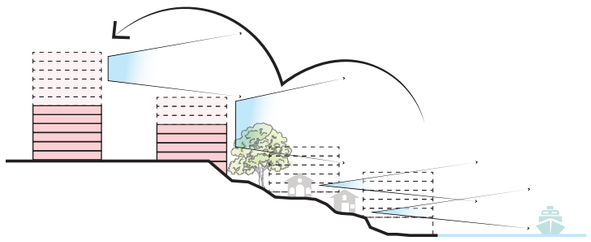
Masterplan drivers



Safeguard the scenic protection area

Objective:

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.

Relevant principles:

Protect and enhance the valued character

KEY

- LGA boundary
- Scenic protection zone
- Open space
- Train station
- Ferry stop

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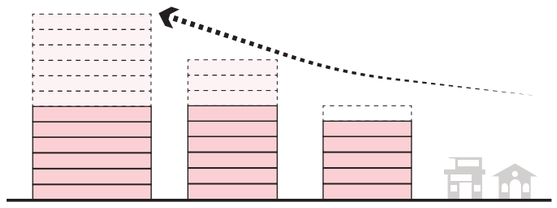
Masterplan drivers



Provide a gradual height transition

Objective:

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.

Relevant principles:

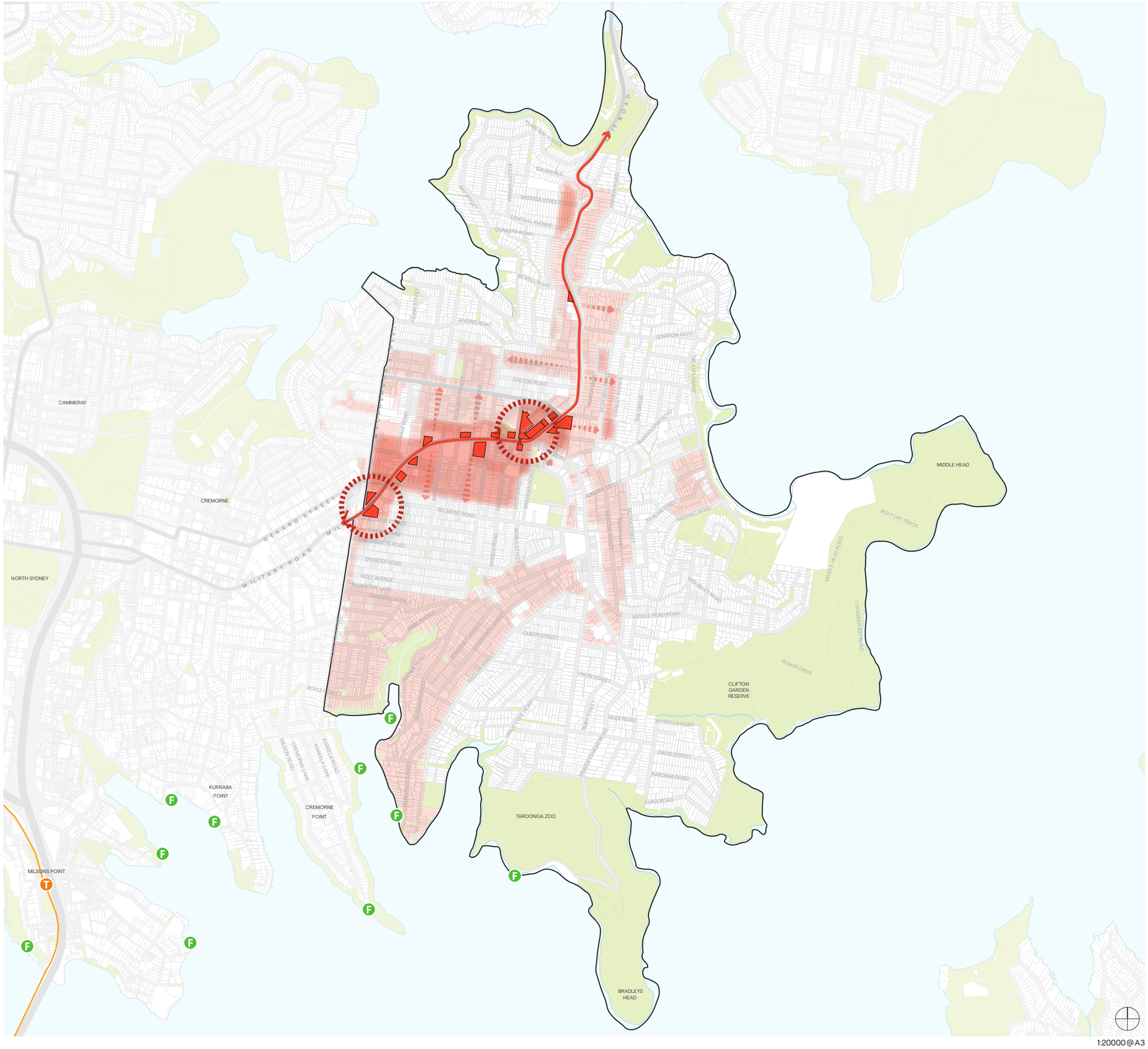
Protect local amenity and liveability

Celebrate heritage

Plan for diverse and affordable housing

KEY

- LGA boundary
- Transition areas
- Existing R3 land
- Major opportunity sites
- Gateway intersections
- Open space
- Train station
- Ferry stop



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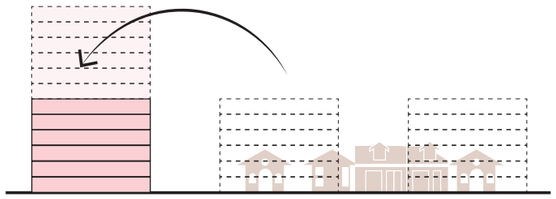
Masterplan drivers



Protect heritage conservation areas

Objective:

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.

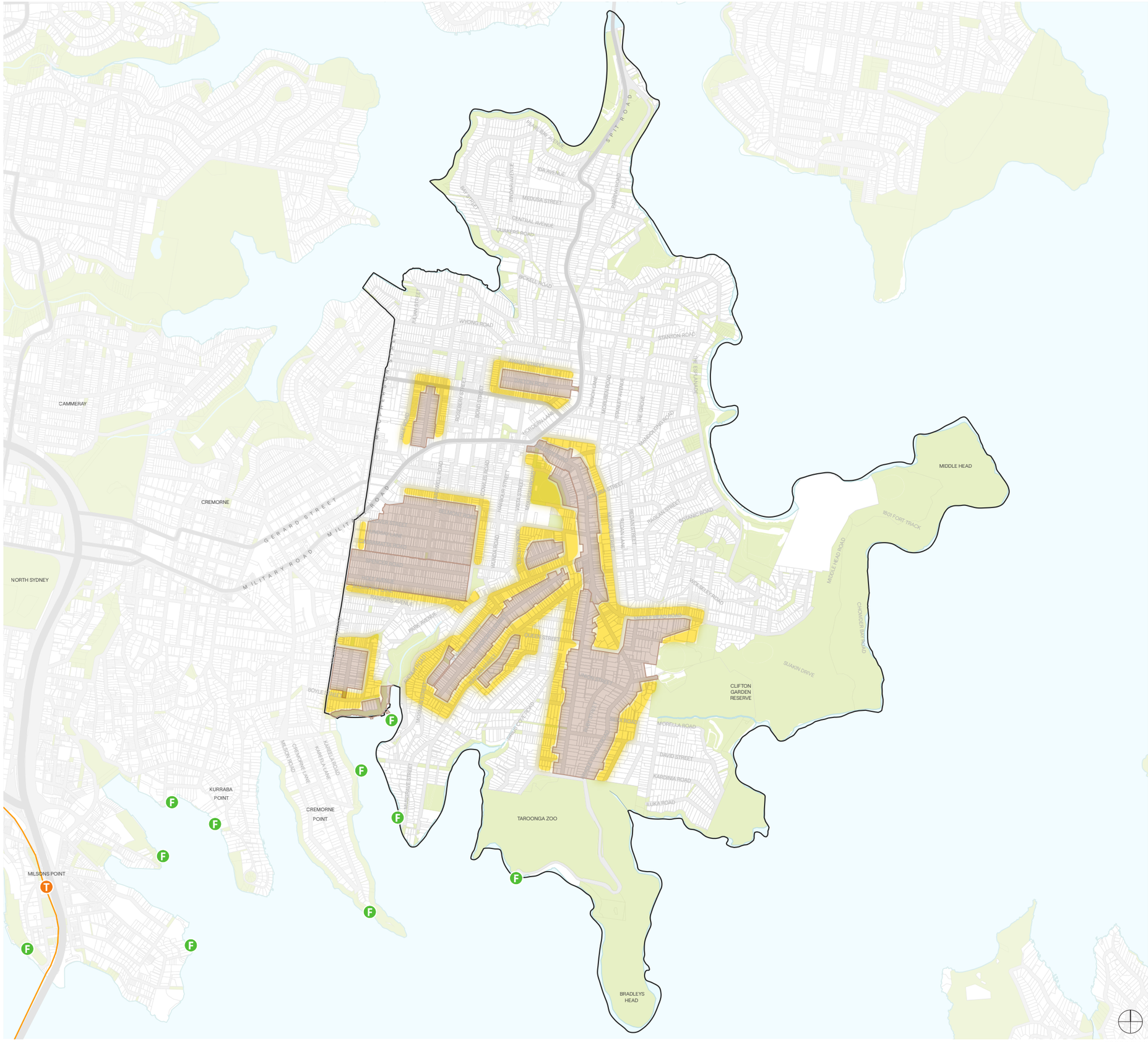
Relevant principles:

Protect and enhance the valued character

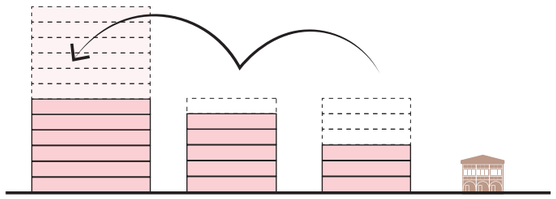
Celebrate heritage

KEY

- LGA boundary
- Heritage conservation areas (HCA)
- HCA buffer zones: reduced height to mitigate transition and impacts
- Open space
- Train station
- Ferry stop



Masterplan drivers



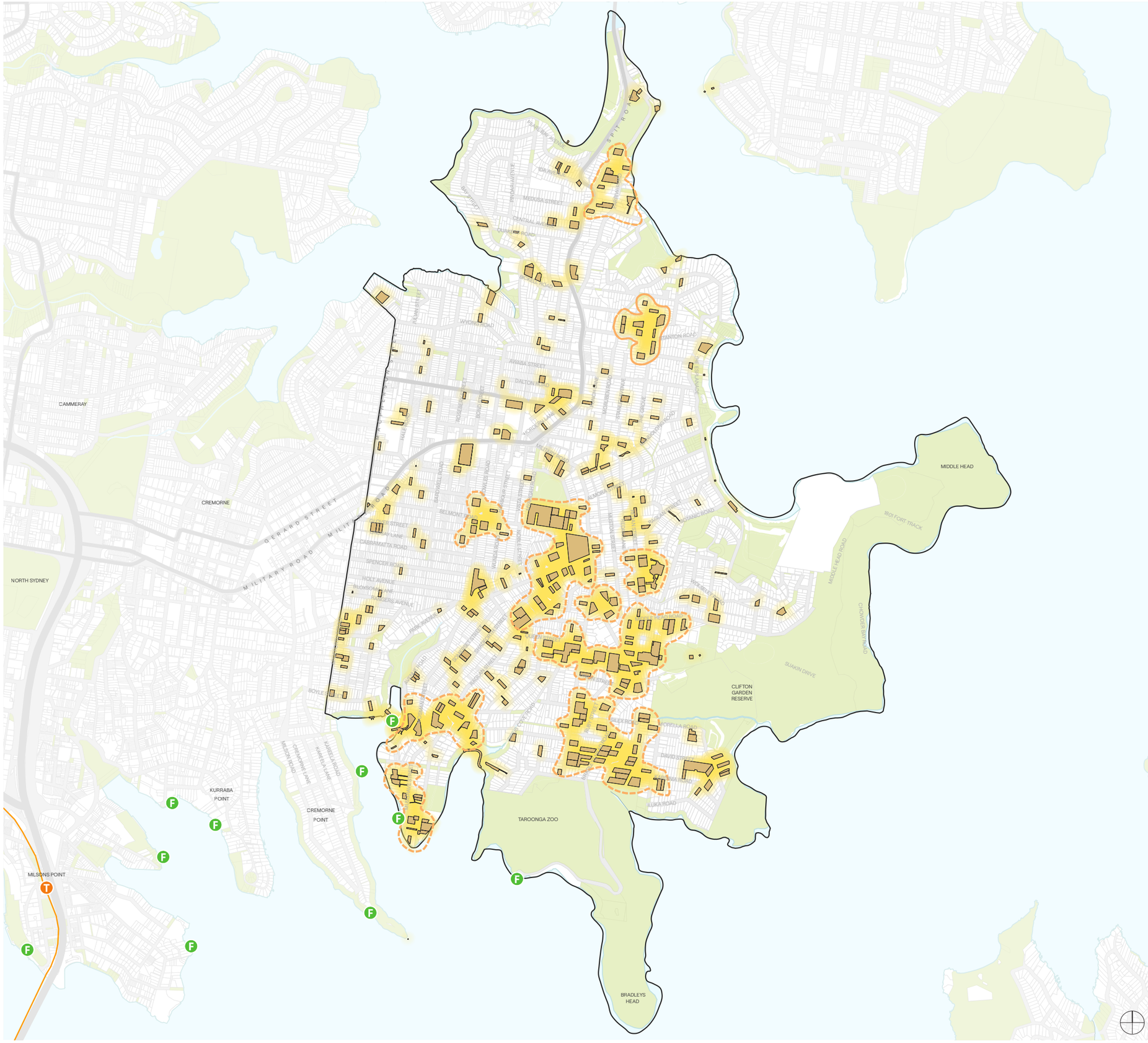
Minimise impact on heritage items

Objective:

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.

Relevant principles:

Celebrate heritage

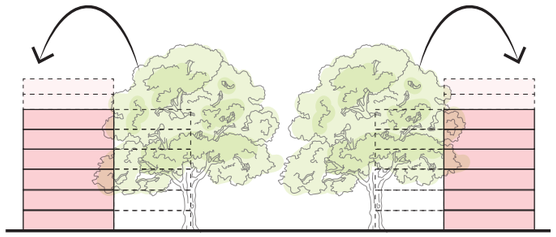


KEY

- LGA boundary
- Heritage items
- Curtilage zone
- Cluster
- Open space
- Train station
- Ferry stop

1:20000 @ A3

Masterplan drivers



Protect mature trees, especially street trees

Objective:

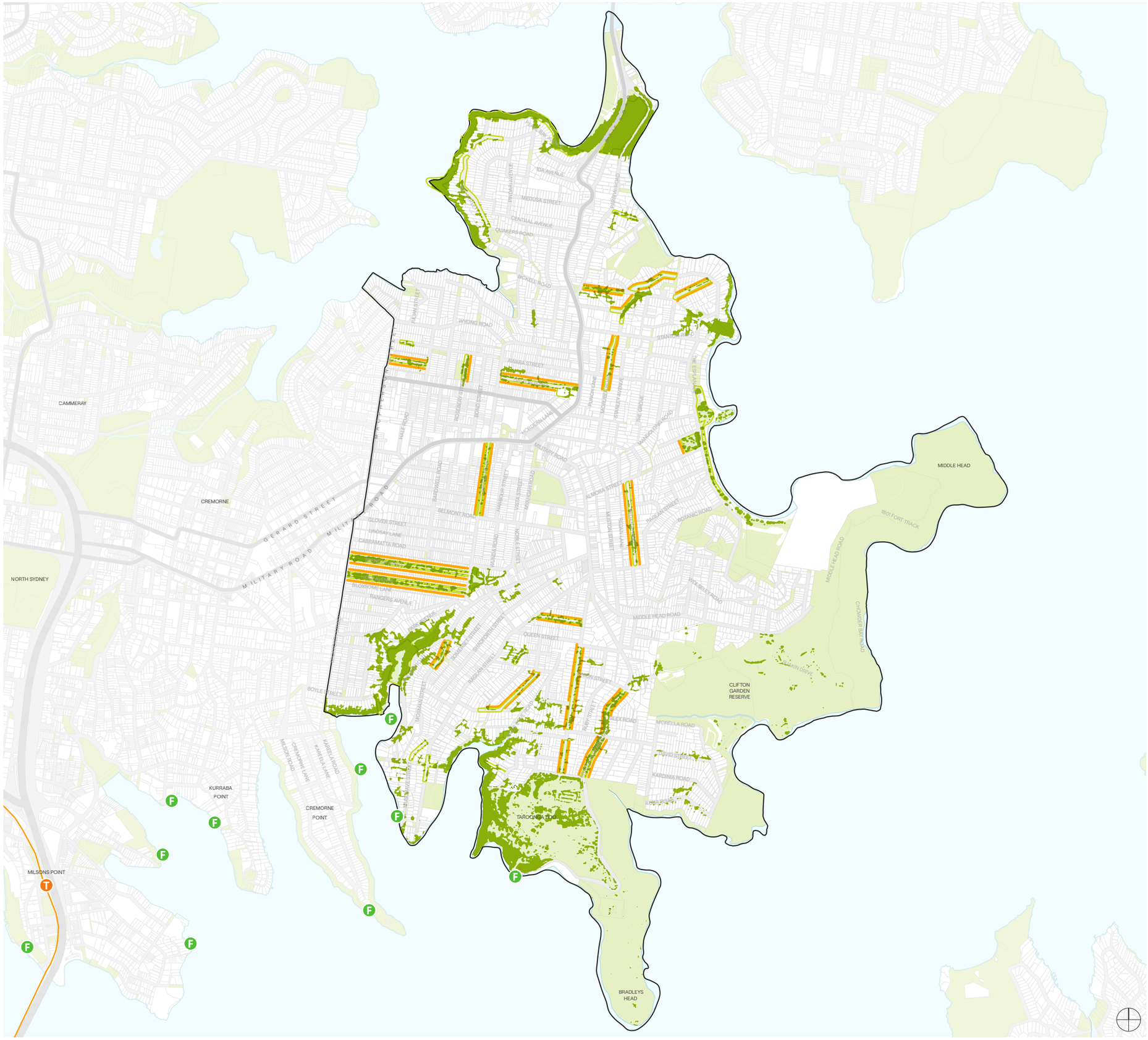
Protect and enhance Mosman's leafy character by minimising loss of mature canopy trees including through building controls (such as larger front and side setbacks) and by excluding streets with heritage-listed trees.

Relevant principles:

Protect the environment

KEY

- LGA boundary
- Heritage listed trees
- Setback zone
- Open space
- Train station
- Ferry stop



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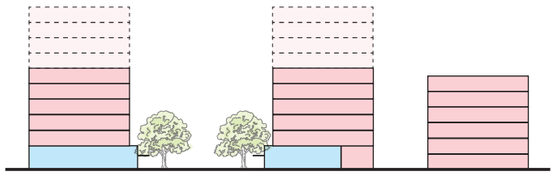
Masterplan drivers



Strengthen and include local centres

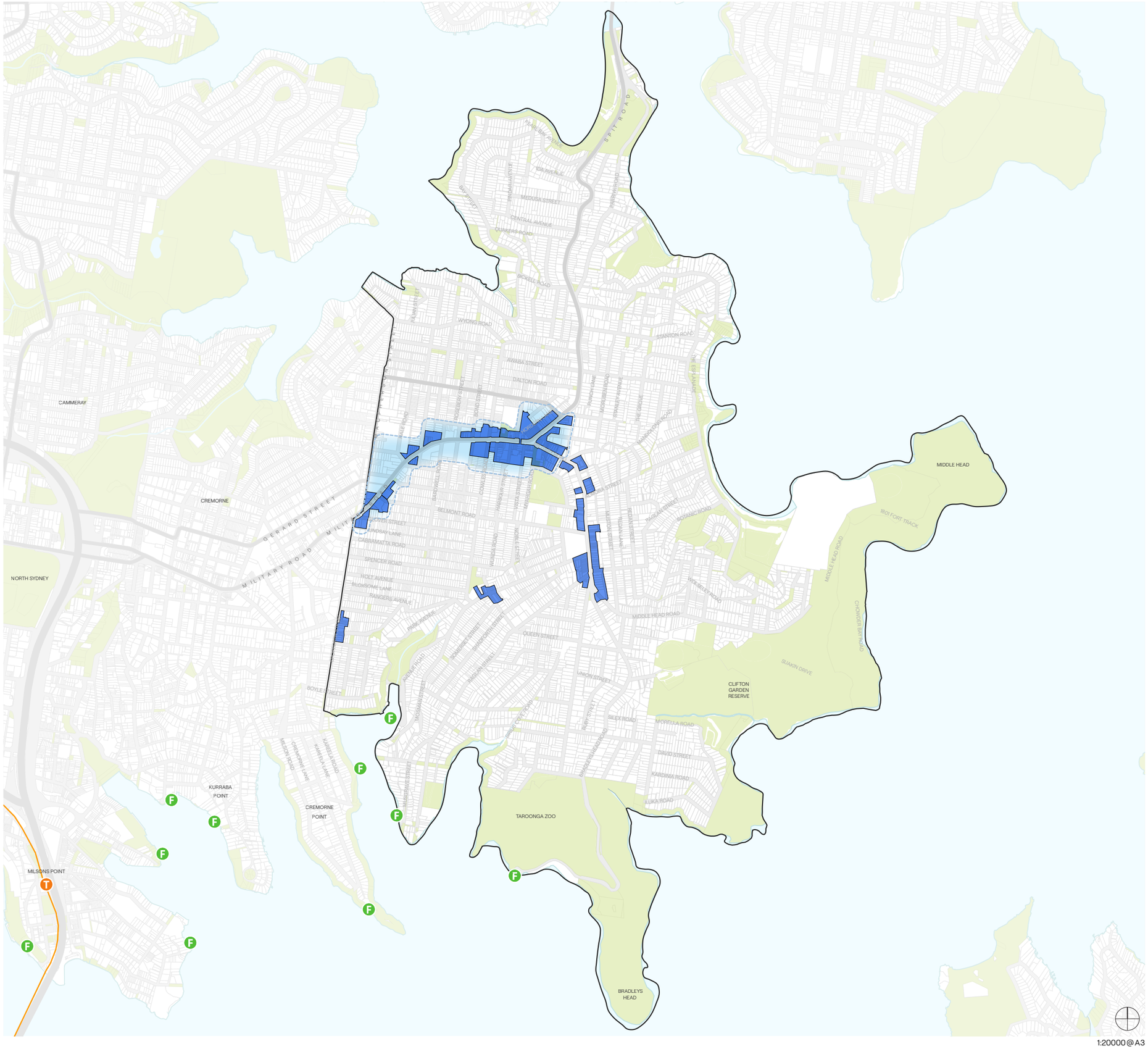
Objective:

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.

Relevant principles:

$

Leverage value to deliver opportunities for all



KEY

- LGA boundary
- E1/E3 zones
- Intensification corridor
- Open space
- Train station
- Ferry stop

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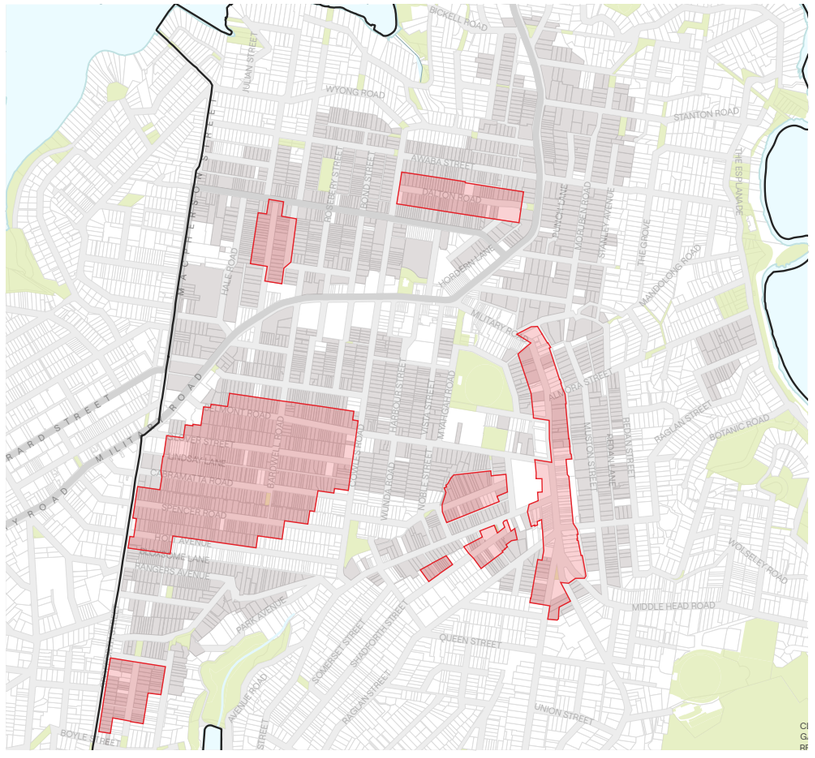
5

Application of masterplan drivers

LMR revised approach

The following diagrams outline the reasoning behind the local LMR refinements that have informed the revised masterplan approach. All remaining areas are considered suitable to accommodate development consistent with the site analysis and the masterplan's guiding principles with an uplift equivalent or higher than LMR.



1. Reduce impact on heritage conservation areas

Where possible heritage conservation areas have been excluded from the masterplan to maintain the integrity and character of these sensitive precincts. Limiting uplift in these locations prevents conflicts with established built form, protects streetscape cohesion, and preserves the cultural significance that underpins the conservation area's designation.

Relevant drivers:

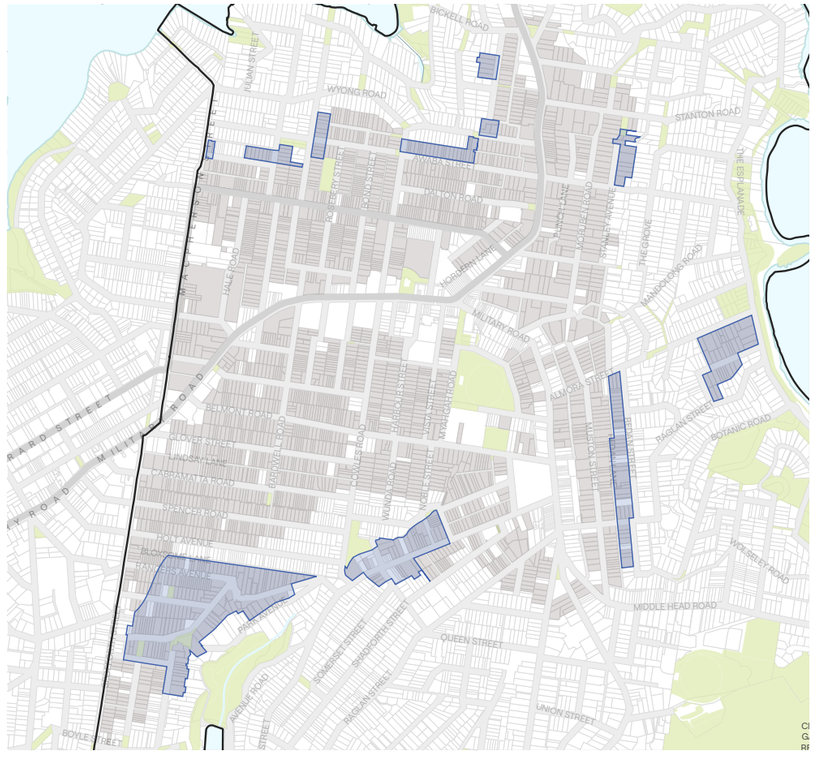
- Protect heritage conservation areas
- Minimise impact on heritage items

2. Limit development around heritage conservation areas

Development intensity has been reduced around heritage conservation areas to avoid adverse visual and environmental impacts on nearby heritage items. Maintaining a lower scale in these interface zones ensures new buildings remain sympathetic in height, bulk, and architectural expression.

Relevant drivers:

- Protect heritage conservation areas
- Minimise impact on heritage items
- Provide a legible and gradual height transition

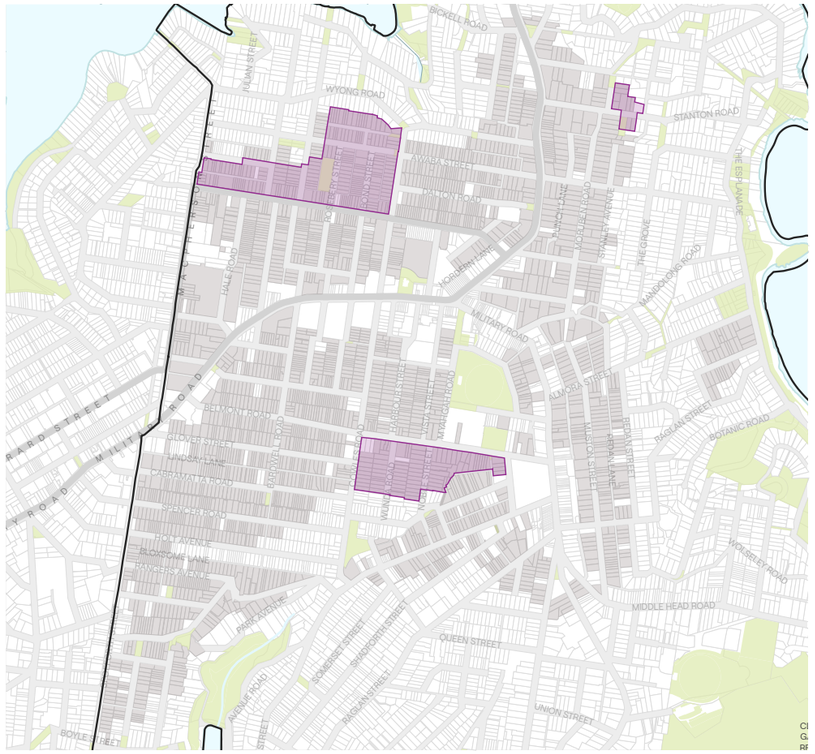


3. Limit development within the scenic protection zone to protect view sharing

Areas within the scenic protection zone are exempt to ensure that new development does not obstruct key sightlines or diminish valued landscape vistas. This approach prioritises view sharing and preservation of the area's scenic qualities.

Relevant drivers:

- Safeguard the scenic protection area

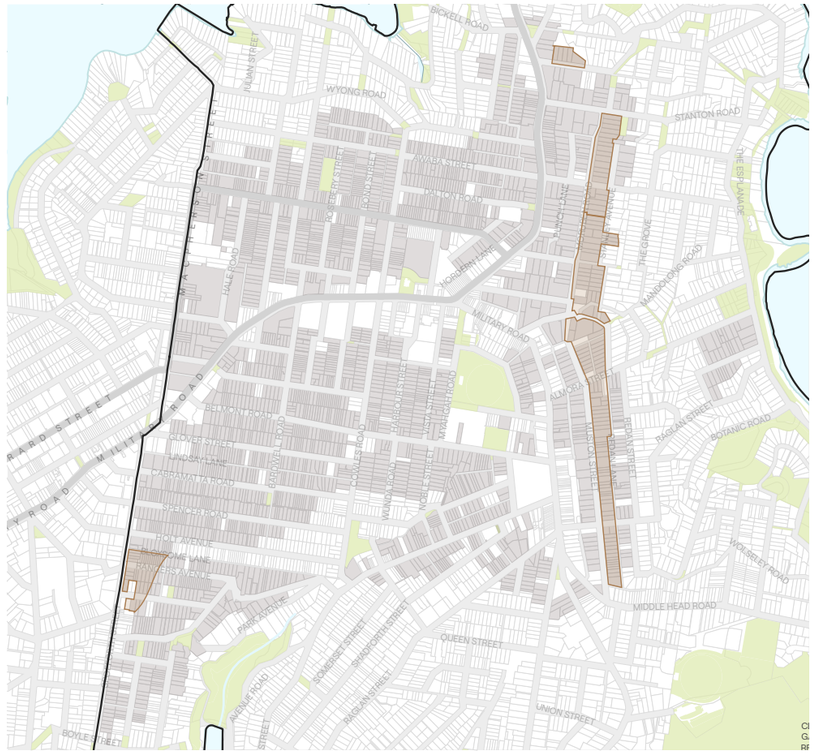


4. Reduce development in areas outside the catchment of frequent bus services

LMR areas beyond reliable high-frequency B-line bus routes have been excluded to direct growth towards locations with strong public transport access. This reduces car dependency, supports mode shift, and focuses density where sustainable transport capacity already exists.

Relevant drivers:

— Prioritise housing near public transport and services



5. Reduce development on steep topography

Areas with steep slopes have been excluded from to avoid built form outcomes that may appear visually dominant. Development on steep terrain have to manage substantial level changes by creating large retaining structures and therefore compromising the delivery of positive placemaking outcomes. Development on steeper land also has the potential to result in greater visual and view impacts obscuring existing views from surrounding properties and the public domain. In addition, steep terrain can adversely affect walkability by creating challenging pedestrian environments

Relevant drivers:

— Safeguard the scenic protection area

6. Limit development in isolated pockets

Small pockets of remaining LMR have been excluded where they do not form part of a larger, well-connected area. Avoiding isolated uplift ensures the emergence of cohesive character areas.

Relevant drivers:

— Provide a legible and gradual height transition

Application of masterplan drivers

Revised approach

The following map illustrates how the LMR provisions have been refined by the masterplan. After assessing the spatial extent of the reform and its potential impacts across Mosman, 57% of the initial LMR area has been refined due to conflicts with the masterplan drivers, including heritage constraints, protection of local character, or limited access to amenity.

Following this process, the masterplan considered how best to re-distribute the housing capacity that would have been enabled under the broader LMR uplift. This analysis identified opportunities to increase development capacity within 19% of the remaining LMR area, while an additional 10% of land has been identified as suitable to be included.

A place-based approach underpins these decisions, ensuring that all up-zoning and areas of change respond sensitively to local character, environmental constraints, and access to community, transport, and open-space amenities.

LMR REFINED
57%

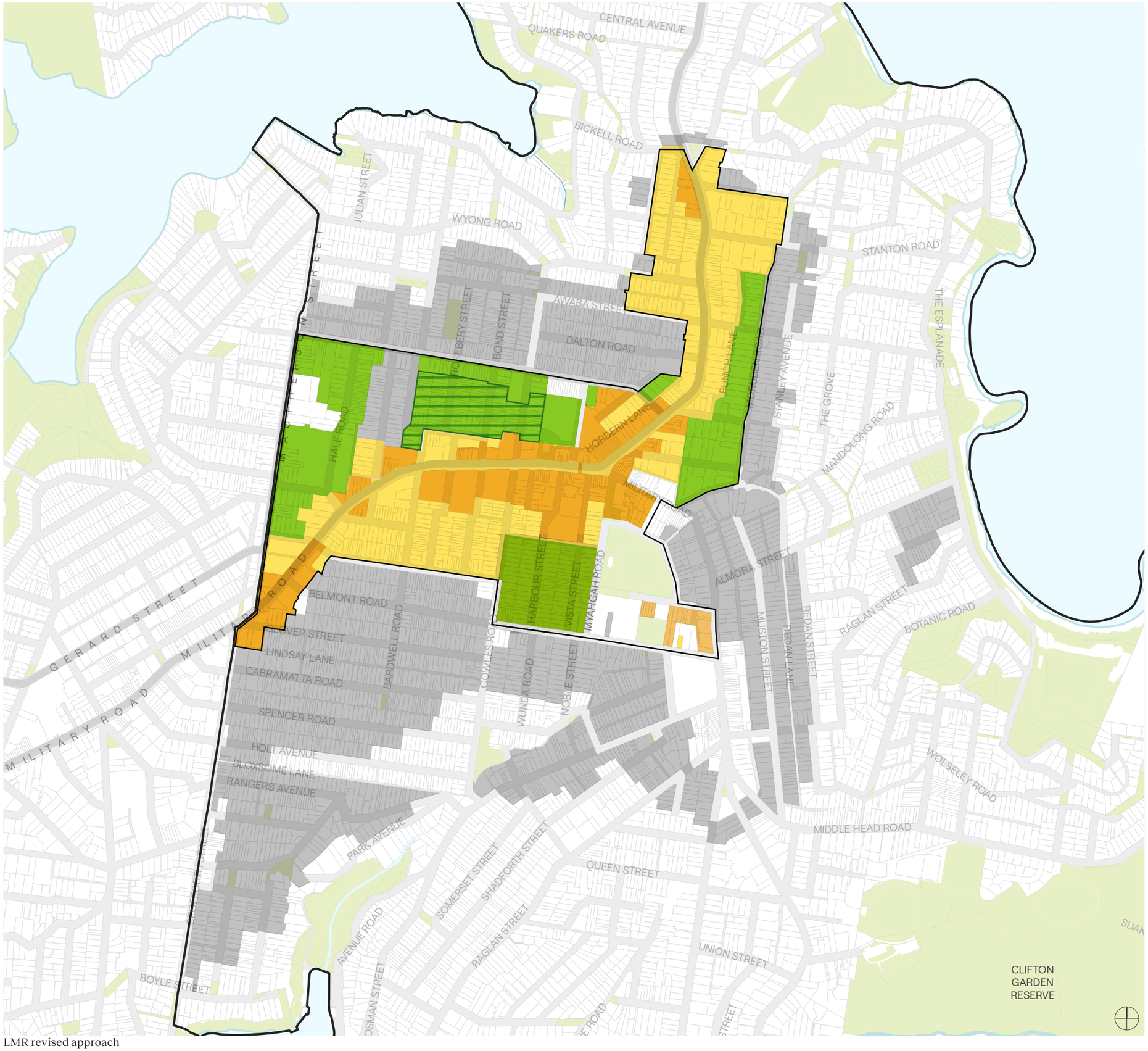
LMR UPZONED
19%

LMR RETAINED
14%

AREA ADDED TO LMR
10%

KEY

- LGA boundary
- Revised boundary
- LMR refined
- LMR FSR retained HOB increased
- LMR retained
- LMR upzoned
- Areas added to LMR



LMR revised approach