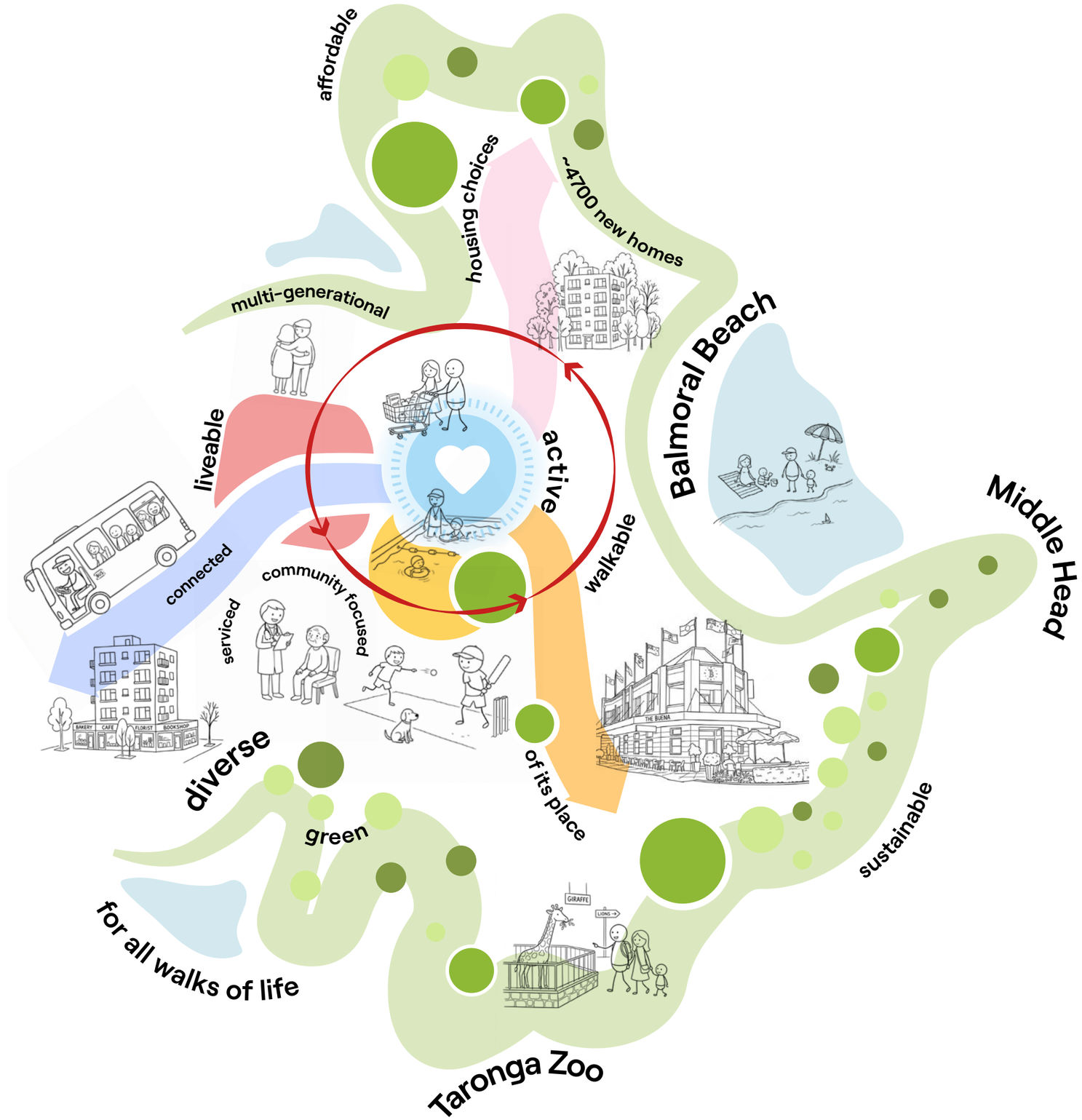
6

Design concept

Vision statement

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



Vision statement MOSPLAN

Vision diagram

Emerging character areas

The following character areas have been identified through the masterplan:

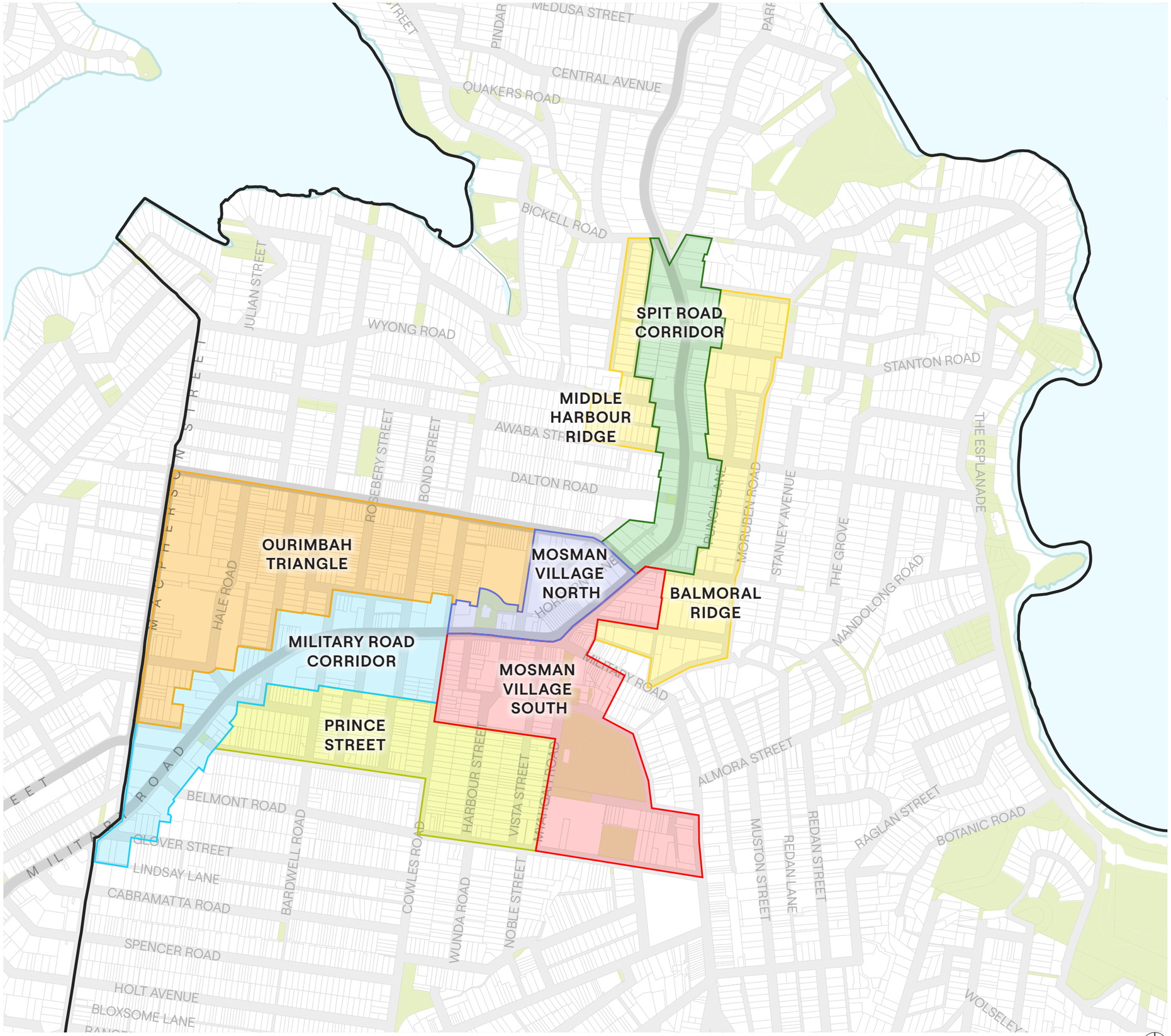
- Mosman Village North
- Mosman Village South
- Military Road Corridor
- Spit Road Corridor
- Ourimbah Triangle
- Prince Street
- Middle Harbour and Balmoral Ridge

Each of these character areas is anticipated to undergo change from its current condition. This change will both reinforce and evolve the existing local character while enable growth.

A key objective of the masterplan is to achieve a distinct and appropriate built form outcome for each character area. This objective is informed by an understanding of place-specific qualities, including the existing urban fabric, landscape setting, and established land use patterns, as well as the development rights introduced by the LMR.

The desired future character of each area will be realised through the implementation of proposed Local Environmental Plan (LEP) and Development Control Plan (DCP) provisions.

These planning controls are articulated via framework plans and structure plans for each character area guiding all aspects of the potential future development.



Character areas

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Mosman Village North

Existing character

- Mix of retail and commercial uses, ranging from small shops to larger formats.
- Narrow rear lanes provide access and connections away from Military Road.
- Boronia House, Whitehouse and St Luke's Church act as key heritage anchors.
- Fine-grain tenancies with active, zero-setback shopfronts create a continuous and walkable street edge.
- Bridgepoint Shopping Centre operates as a key commercial destination.
- Streetscape is visually inconsistent, reflecting a blend of heritage, older buildings and newer commercial infill.
- Established landscape settings contribute significantly to heritage significance.



Character area boundary


55 Harbour Street



Bridgepoint Shopping Centre



Military and Spit Road Shopfronts


66 Spit Road

Proposed character

Mosman Village North will form the lively retail heart of the centre, offering a diverse mix of shopping experiences - from fine-grain local shops to larger retail anchors. A new plaza featuring landscaping, a playground and seating will create a welcoming northern gateway and a generous point of arrival, strengthening its relationship to the civic precinct to the south. Boronia House and St Luke's Church will continue to function as important heritage landmarks within the centre, with new development designed to reinforce their prominence.

Revitalised laneways, shared zones, and active frontages will prioritise pedestrian movement and knit together the retail network. Iconic commercial towers at Spit Junction will mark the northern gateway to Mosman Village and complement the civic presence of Mosman Village South, reinforcing the centre as Mosman's key activity hub.

Development will integrate sensitively with heritage streetscapes while supporting a dynamic blend of commercial and everyday retail uses that contribute to a vibrant village experience.

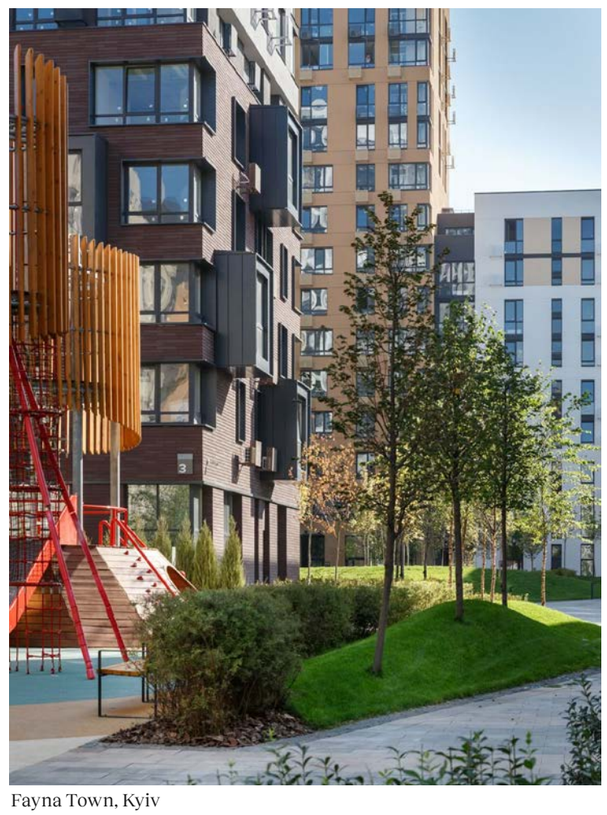


Shop fronts, Seattle



Marrickville Metro (Hames Sharley)

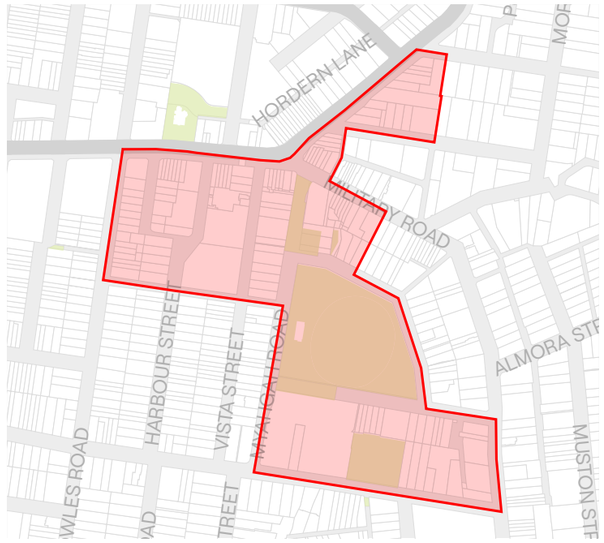

Kensington Street and Spice Alley, Chippendale (Turf Design Studio)


Fayna Town, Kyiv

Mosman Village South

Existing character

- Defined by fine-grain heritage shopfronts and low-rise shop-top housing, typically between 2-4 storeys
- Strong civic focus with community facilities and upgraded village green spaces
- Historic relationship between community, recreation and civic functions creates a unique village character.
- Planning controls emphasise maintaining traditional façades and modest height/bulk
- High pedestrian activity supported by the B-Line bus interchange
- Human-scale retail area with a historic village feel



Character area boundary



Mosman Village Green



Mosman Square



Mosman Art Gallery



Commercial offices



Mosman Club



Military Road Heritage Shopfronts

Proposed character

Mosman Village South will evolve into the inclusive and welcoming civic heart of the community, complementing the retail energy of the northern precinct. A connected sequence of civic open spaces will anchor the precinct, providing a green, comfortable setting for gathering, play, and community activity while strengthening the historic village character.

An enhanced pedestrian network will improve east-west movement and create a clear and legible ground plane that supports access to civic facilities and the retail offerings to the north. Medium-scale residential buildings will frame these civic spaces, enabling more people to live close to community amenities and enjoy their recreational value. Future development will reinforce the historic significance of the Bowling Club, Allan Border Oval and associated civic buildings.

Gateway towers along Military Road will reinforce the southern entry to Mosman Village, balancing the commercial markers in the north and together defining the broader activity centre of Mosman.



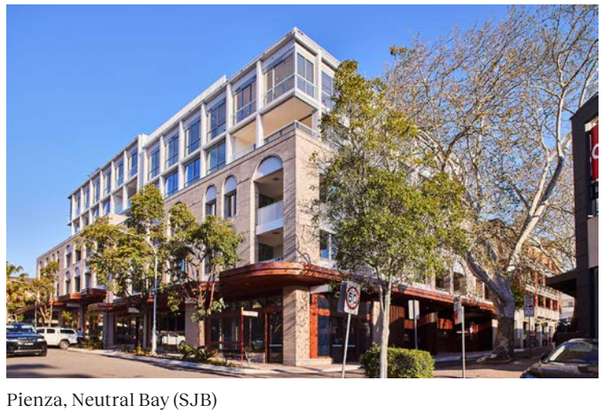
Allan Border Oval Pavillion (Archer Office)



Marrickville Library (BVN)



Mosman Square



Pienza, Neutral Bay (SJB)

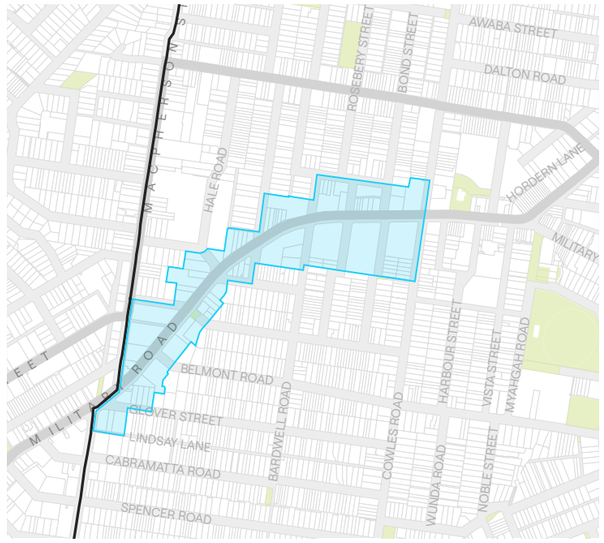


Newmarket (Bates Smart, SJB, Neeson Murcutt Neille)

Military Road Corridor

Existing character

- Military Road is an area that has experienced substantial incremental change over time
- Mix of typologies including heritage, shop-tops, walk-up apartments and mid-rise apartment buildings.
- Large-format car dealerships introduce bulky built form.
- Busy movement corridor with frequent bus services
- Commercial buildings built to the street edge contrast residential properties with deep setbacks to Military Road, typically 5–10 metres.



Character area boundary


1960s apartment tower form


Post-war apartment building

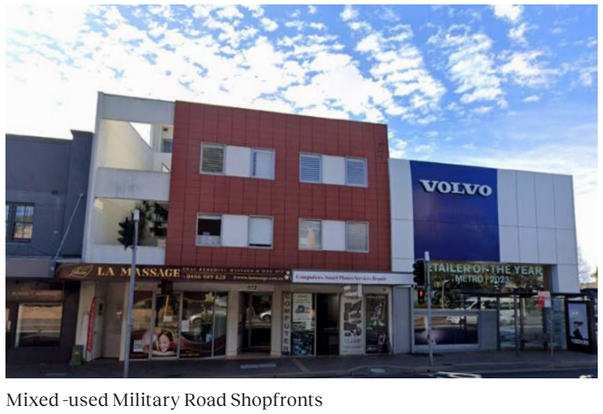


Heritage corner commercial


Mid-rise brick apartment



Mercedes-Benz North Shore on Military Road



Mixed -used Military Road Shopfronts

Proposed character

Key sites along Military Road are identified for increased height, allowing targeted density without overwhelming the surrounding neighbourhoods. Height will concentrate at key nodes and transition down towards Ourimbah Triangle to ensure an appropriate urban scale.

Larger building setbacks will reduce building footprints and “peel back” built form at intersections. This creates more generous public spaces, improves pedestrian experience along the busy movement corridor. New development will use setbacks, podiums and upper-level recesses to also ensure heritage buildings remain visually prominent.

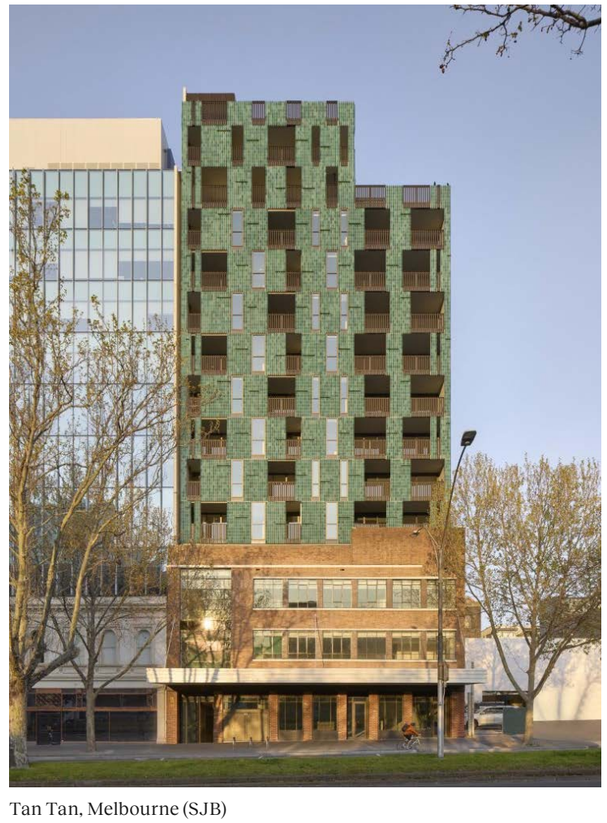
Active frontages will be encouraged on streets parallel to Military Road, supporting the creation of a ‘one street back’ activity spine. This allows local services and amenities to grow in a quieter setting, while relieving pressure on Military Road itself and allowing it to function efficiently as an arterial corridor.


Green Square Site 15 (CO-AP Architects)



Rhodes Central, Rhodes (SJB)

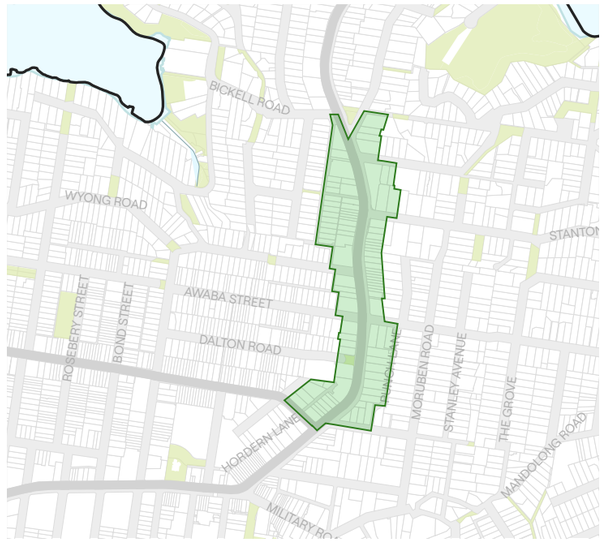

Arkadia, Alexandria (DKO and Breathe Architecture)


Tan Tan, Melbourne (SJB)

Spit Road Corridor

Existing character

- Mix of older brick apartments and several newer boutique, mid-rise developments
- Active frontage clusters around Spit Junction and in the north
- Arterial-road conditions with clearways, bus routes and heavy traffic
- Character is inconsistent due to incremental redevelopment along a traffic-dominant corridor
- Streetscape softened through planting along deep setbacks



Character area boundary


1960s apartment tower


Mid-rise walk up


Deep landscaping along Spit Road



Spit Road shop-top housing


Spit Road Shopfronts


Contemporary apartment interfacing single detached dwelling

Proposed character

Spit Road will continue its role as a major arterial corridor but will be framed predominantly by residential towers rising from landscaped grounds along deep setbacks. This built form makes efficient use of the ridgeline, offering new views and reinforcing the identity of the corridor.

Generous landscaped setbacks along Spit Road create a vegetated buffer that captures pollutants, filters air, and enhances residential amenity. This green edge softens the corridor's presence and injects Mosman's leafy character along the arterial corridor.

By concentrating height along the ridge, the taller built form screens adjoining neighbourhoods from traffic, noise and visual impact. This delivers a more comfortable residential interface while maintaining the important transport role of the corridor.


Park House, Abbotsford (SJB)


Paju Unjeong Woomi Lyn Parkhills, Paju-si (Junglim Architecture)

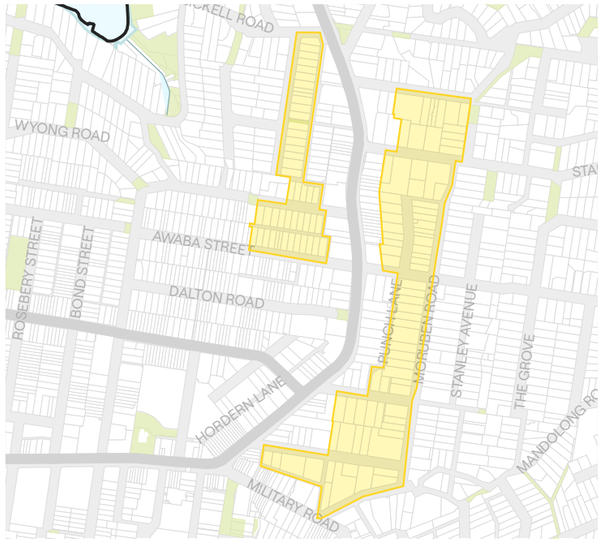

Hoxton Press, Hackney (David Chipperfield Architects)


Bosco Verticale, Milano (Boeri Architetti)

Middle Harbour and Balmoral Ridge

Existing character

- Mix of residential typologies, including low-scale, single detached housing (1–2 storeys) spanning Federation to contemporary styles, as well as 4–6 storey red-brick apartment buildings
- Strongly defined by mature trees, iconic palms, and dense front-yard vegetation with generous setbacks.
- Steep, terraced topography with buildings stepping down the ridge.
- Elevated ridge setting with wide streets and panoramic views to Middle Harbour and Balmoral Beach.



Character area boundary


Transition from house to apartment building


Post-war apartment building character


Landscape setting and boundary wall


Mature landscaping screening apartments

Proposed character

The landscape character of the ridge is closely linked to its heritage significance. Middle Harbour and Balmoral Ridge will retain their leafy residential character while accommodating sensitively scaled increases in density. Mature gardens, tree canopy and landscaped setbacks contribute to the area's historic townscape value and remain the dominant visual element within future development.

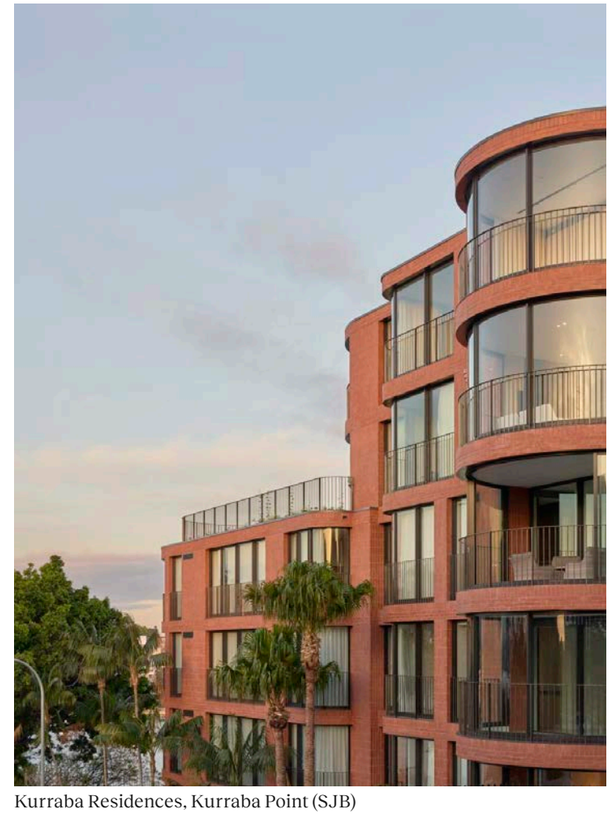
New buildings will step down with the natural terrain, providing a clear transition from the taller forms along Spit Road to the surrounding single-dwelling neighbourhoods. Development will be oriented to capture views towards Balmoral Beach and Middle Harbour, while also creating a buffer to the Spit Road corridor.

Improved pedestrian connections will link the ridge into Mosman's wider pedestrian network, providing comfortable and attractive routes to the village centre, local beaches and surrounding open spaces.


Surry Hills Village Apartments, Surry Hills (SJB)


10 Wylde Street, Potts Point (SJB)

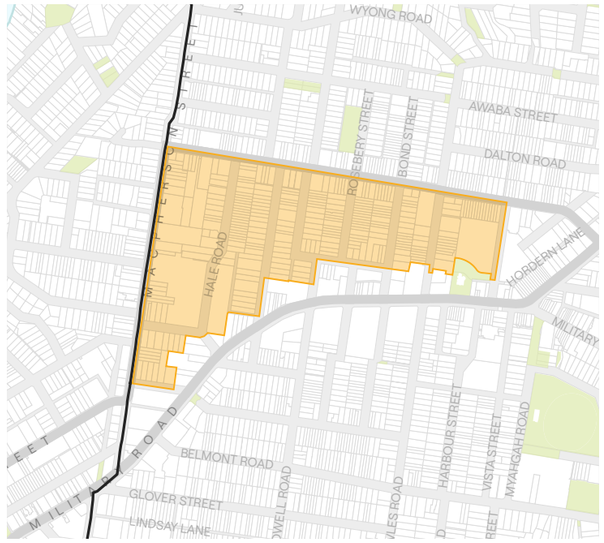

Wentworth Quarter, Wentworth Point (Bates Smarts)


Kurraba Residences, Kurraba Point (SJB)

Ourimbah Triangle

Existing character

- Predominantly large detached homes, many with Federation character.
- Scattered 3–4 storey strata buildings, generally modest in scale and set within landscaped surrounds.
- Deep setbacks, mature gardens and wide verges create a strong garden-suburb character.
- Limited recent redevelopment with new works typically limited to high-quality renovations that retain heritage elements.



Character area boundary


Contemporary Federation-inspired gable roofform


White boundary fencing interface


Traditional picket fence garden


Walk-up mid rise apartment building


Bupa Aged Care rear laneway

Proposed character

Ourimbah Triangle will transform into a residential hub where streets are reclaimed for local life and everyday play. Traffic along north–south streets between Ourimbah and Military Roads will be significantly slowed to discourage through-movement and prioritise residents, especially children.

Wider verges and landscaped setbacks return the public realm to people rather than cars, creating a softer neighbourhood character. Opportunities for new open spaces will be explored to support increased residential density and enhance liveability.

Long blocks between Military and Ourimbah Roads will be divided by a new east–west green link. This key pedestrian corridor will create a pleasant access route to Mosman Village, reducing reliance on Military Road for local movement.

Development is carefully sculpted to seamlessly integrate with the Lang Street character area.


Eve, Erskineville (DKO Architecture)


The Gallery Polo Collection, Rosebery (SJB)



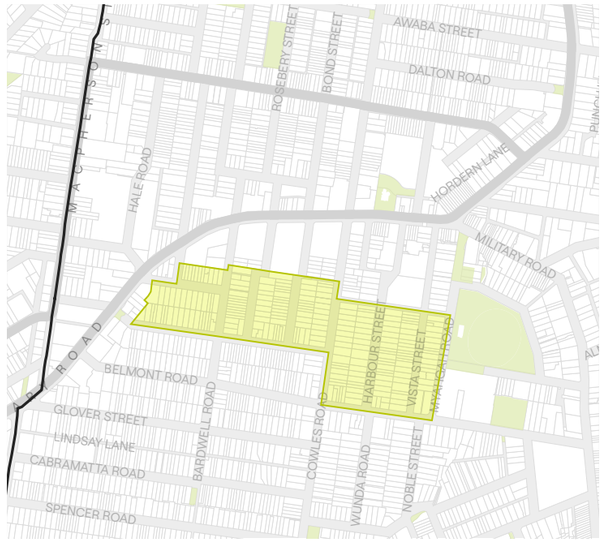
Lume, Newcastle (SJB)


Finlayson Street Apartments, Lane Cove (Candalepas Associates)

Prince Street

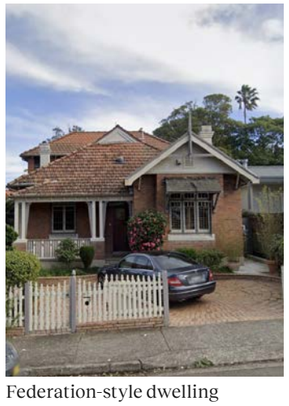
Existing character

- Predominantly single detached dwellings, mainly older heritage-style homes.
- Deep grass verges and wide footpaths, giving a spacious suburban feel.
- High proportion of single detached homes and a few semis throughout.
- Flat topography
- Residential character despite close proximity to commercial uses on Military Road and civic amenity near Allan Border Oval
- Characterised by a garden suburb identity with mature but moderately spaced trees.



Character area boundary


Interface between two Federation-style dwellings


Federation-style dwelling


Sandstone boundary wall


Transition between a Federation bungalo and inter-war brick dwelling


Contemporary weatherboard dwelling

Proposed character

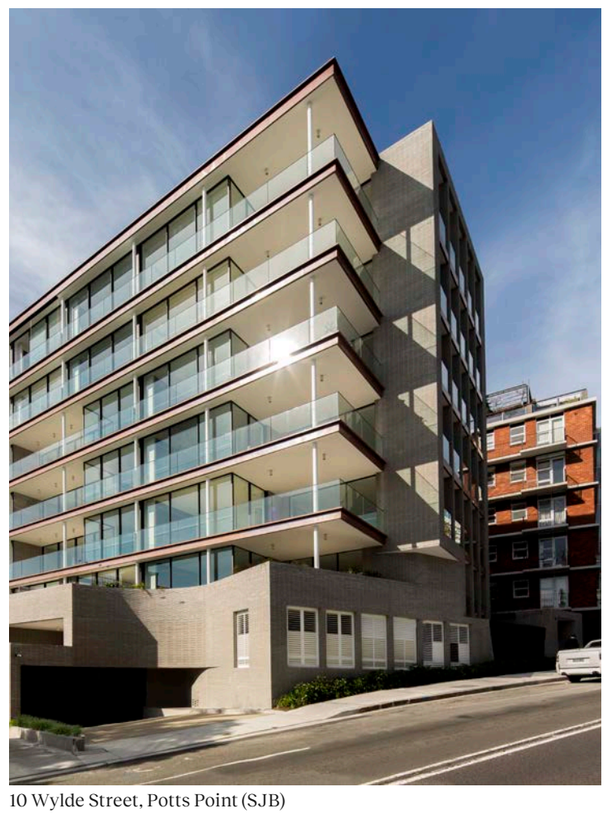
Prince Street will transition from a low-density area to a well-designed medium-density neighbourhood that provides a gentle step between the taller buildings along Military Road and the heritage conservation area to the south. New through-site links will improve east-west connectivity and strengthen movement towards the civic centre.

Generous rear setbacks will support the retention and enhancement of landscaped areas, maintaining the green, residential character of the street. As it evolves, Prince Street character area will accommodate more residents in a well-located setting close to retail, transport, and civic amenities, while preserving a comfortable and cohesive neighbourhood feel that enables gentle transition toward the conservation area.


The Kensington, Kensington (Fox Johnston Architects)


The Gallery Polo Collection, Rosebery (SJB)


The Gantry, Camperdown (Bates Smart)


10 Wylde Street, Potts Point (SJB)

Concept plan

The masterplan is guided by an overall urban design approach for the whole of Mosman. This approach sets out what the masterplan is trying to achieve beyond housing numbers: better places, stronger centres and real community benefits.

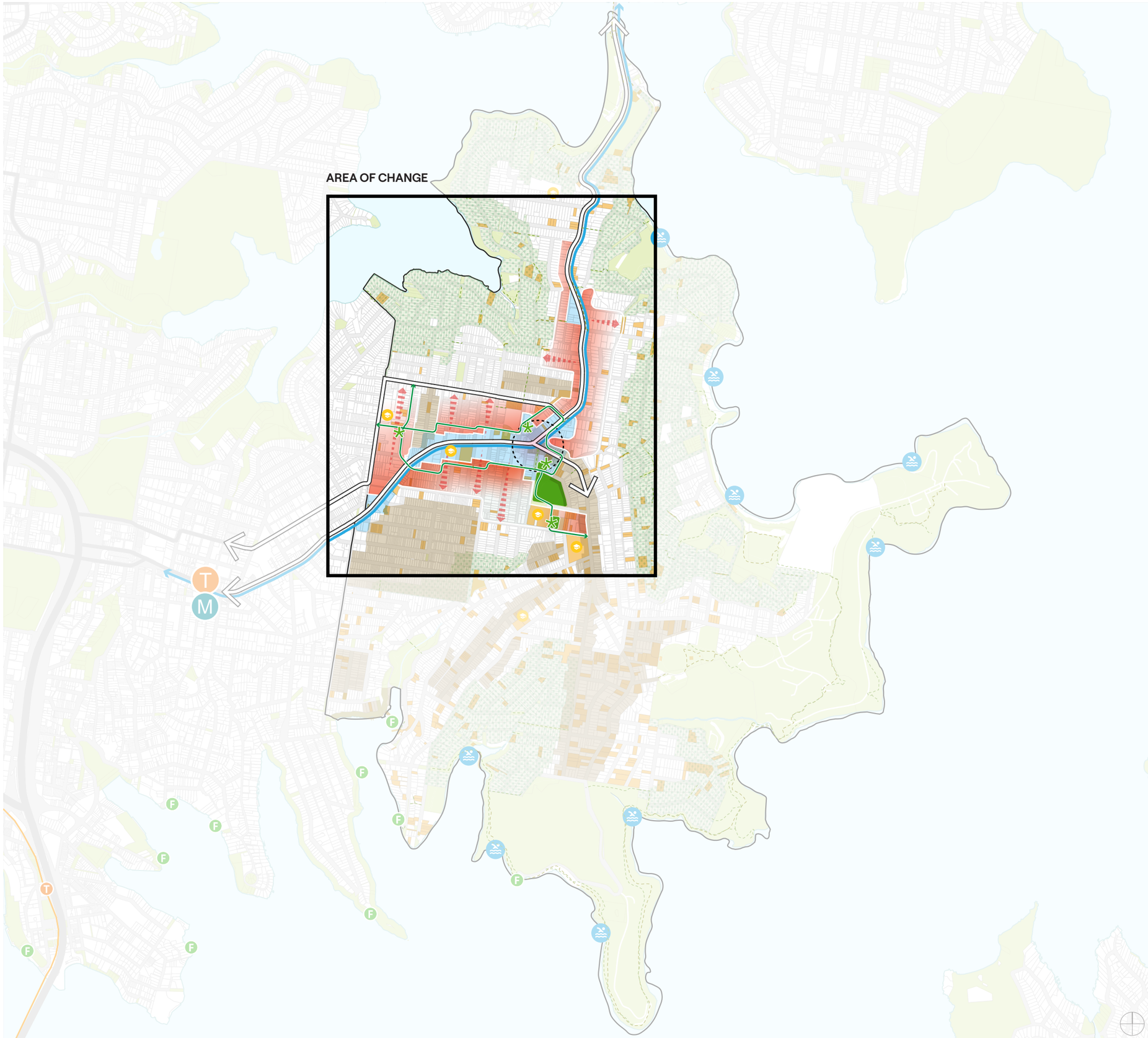
Unlike the LMR, which mainly changes what can be built, the masterplan will focus on place-making outcomes, so that any new development helps deliver the desired future character and public benefits for the existing and future community.

Key elements of the design approach:

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

KEY

- LGA boundary
- Gateway site
- Improved or new opens space opportunity
- Pedestrian loop
- School
- Local centre corridor
- Areas of intensification/ transition
- Height transition
- Heritage conservation area
- Heritage items
- Walking track
- B1 line
- Existing C4
- Alan Border Oval
- Beaches
- Arterial roads
- Open space
- Gateway intersections
- Public parking
- Bus stop
- B-line stop
- Train station
- Metro station



Concept plan

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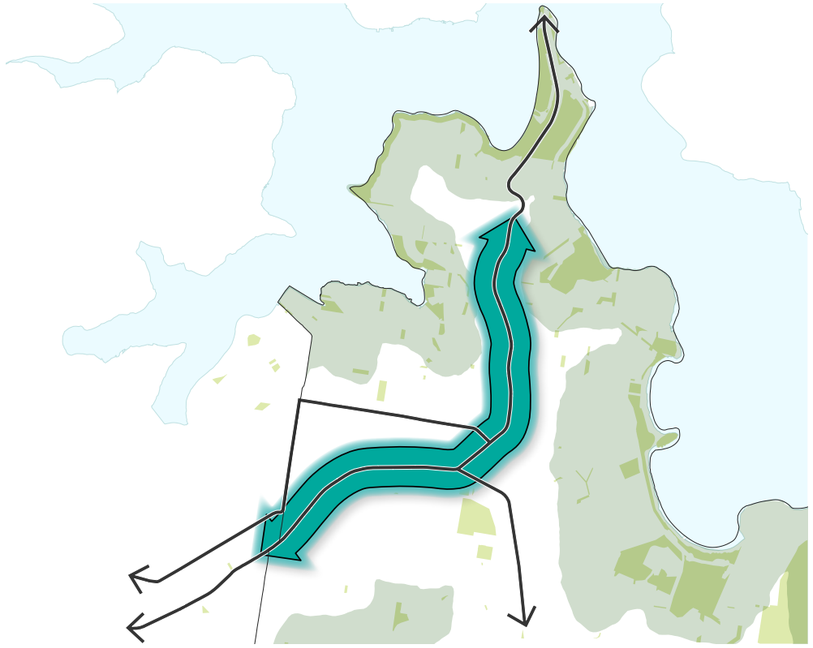
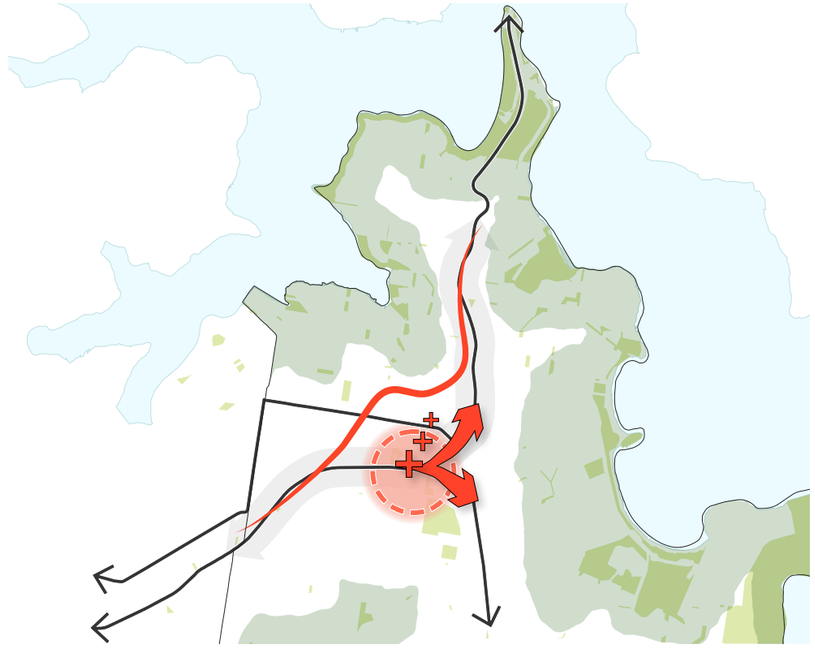
Key moves



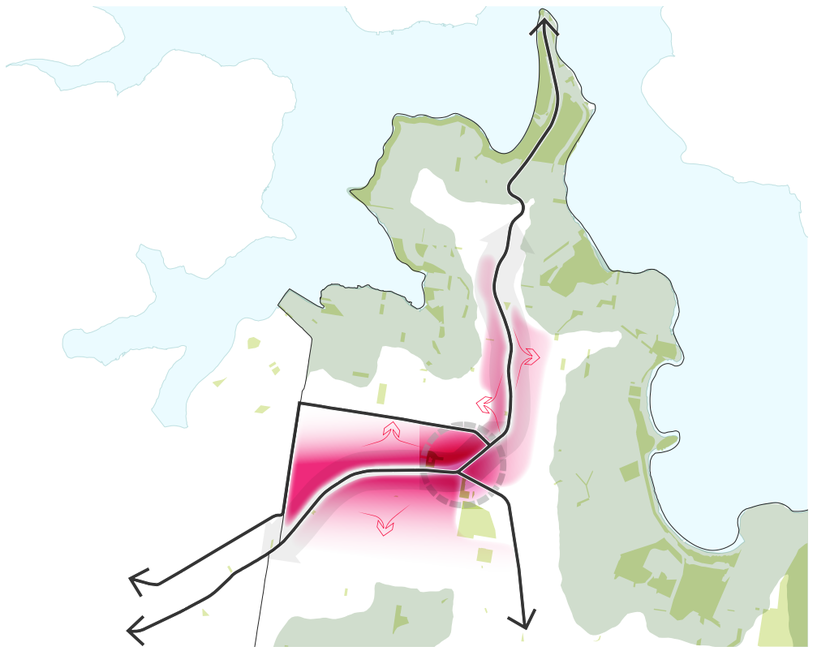
Strengthening the Military–Spit Spine

Military Road and Spit Road are Mosman's main transport and activity corridor, with rapid bus services and a concentration of shops and services. The masterplan identifies this spine as the most suitable location for renewal, enabling new mixed-use development, additional retail and commercial space, and more homes close to public transport and within walking distance of local amenities.



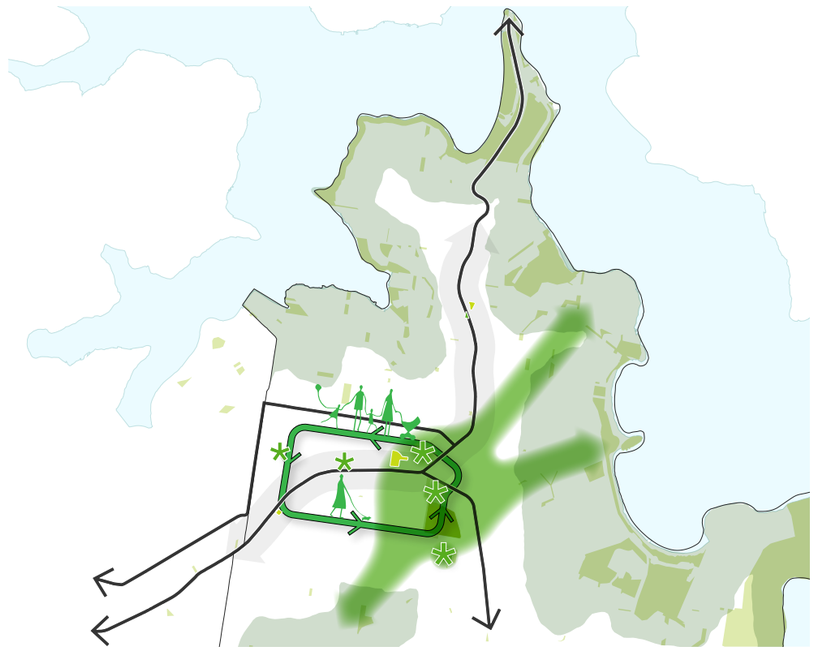
Spit Junction: a Gateway into Mosman

Spit Junction is Mosman's key crossroads and a major gateway into the village centre. Because of its high visibility and access, the masterplan identifies Spit Junction as a suitable location for carefully managed renewal, including the potential for additional height where it delivers wider community benefits through new public open space, better pedestrian links, and laneways that improve access to improved shops, services and transport.



Height transition

Building heights along the corridor and at Spit Junction will be tallest in the local centre and then step down gradually toward surrounding neighbourhoods. This creates a clear structure: a higher-density centre, a medium-density transition area, and low-density residential areas outside the masterplan area.



Create a network of open spaces

Existing parks and public spaces will be improved, and new open spaces will be created as the centre evolves. Together, these spaces will form a connected network, linked by new pedestrian connections, sharedways and pedestrian-friendly streets. This will make it easier to get around on foot from the areas of residential intensification to the centre, shops and schools and provide a more comfortable alternative to Military Road, which is affected by traffic and noise and is less pleasant for walking.

Masterplan

The masterplan establishes a clear framework to guide Mosman's transition into Sydney's future, enabling the delivery of well-located housing within carefully considered areas that are appropriate for development. The plan seeks to balance growth with the existing character of Mosman while ensuring development is supported by access to services, transport, and community infrastructure.

A key principle of the masterplan is the strategic concentration of increased density within close proximity to Mosman's retail and civic heart, where residents can readily access shops, services, employment, and community facilities. Additional density is also focused along Military Road and Spit Road, leveraging their proximity to public transport corridors to support sustainable travel choices and reduced car dependence.

While Military Road will continue to function as a major arterial route, the masterplan prioritises the introduction of alternative, at-grade pedestrian connections (active travel links). These connections are intended to improve walkability and ensure pedestrian movement is not solely reliant on, or constrained by, Military Road. Pedestrian connectivity is a foundational element of the masterplan. A series of existing and proposed pedestrian links, shared paths, and "slow streets" are integrated to form a continuous and accessible network. This network connects key destinations throughout the centre, supporting everyday movement, enhancing safety, and contributing to a more active and vibrant public realm.

Through the expansion of the local centre zone, the masterplan reinforces Mosman's role as a place for services, employment, retail, and civic activities. This approach promotes long-term economic vitality, supports local jobs, and strengthens the town centre as a focal point for the community, as well as supporting the existing and future community.



Master plan

Built form and land use

Residential area

Areas identified for high to medium density residential development are suitable for increased density and heights ranging from 12 to 4 storeys. Development in these areas will provide a transition between higher-density nodes and surrounding lower-scale residential neighbourhoods. Selected areas are suitable for moderate change and increased density through the delivery of "missing middle" typologie as per LMR.

Mixed use corridor

Military Road is identified as a mixed-use corridor and will function as a local centre for commercial, retail, and service uses. Development will be stimulated through mixed-use buildings that provide active retail uses at ground and first-floor levels, with residential accommodation above. Building heights are to range between 12 and 15 storeys, subject to design excellence and amenity considerations

Local center

A high-density local centre is proposed at the key intersection of Military Road and Spit Road, with building heights of up to 22 storeys if key pubic benefits are delivered. This location will accommodate major retail destinations and services, supporting a vibrant, well-functioning, and highly accessible centre.

Character areas

Character areas are identified as locations not suitable for intensification due to their established heritage significance and valued local character. Existing planning controls will be retained, and the prevailing character of these areas will be protected and reinforced.

Heritage items

Individually listed heritage items within areas of change will be carefully integrated into future development. Consideration will be given to curtilage, setting, built form controls, and adaptive reuse opportunities

Schools

Existing educational facilities are recognised as key community assets and will be supported through improved accessibility.

Civic program

A concentration of civic functions is located around Mosman Village Green, establishing a strong civic identity. Existing civic uses include the library, art gallery, and civic administration building, collectively contributing to a prominent and active civic precinct..

Retail anchor

A large-format supermarket and shopping centre will act as a retail anchor, offering a diverse range of retail services to support the local and wider catchment. Bridgepoint and Woolworths are two existing anchors.

Food&Bev

Significant offering of food and beverage

Retail

Significant provision of shops and services

Open space

Un-programmed recreational public open space accessible to everyone

Playground

Existing or proposed

Allan Border Oval

Allan Border Oval is recognised as a highly valued and well-loved open space, serving as a key recreational and community facility.

Public domain

Views to water

Views of the water from the public domain are to be protected, framed, and enhanced, reinforcing Mosman's distinctive coastal character and sense of place.

Views of the valley

Important long-range views of the valley from ridgelines are to be protected and enhanced through appropriate built form controls.

Open space / Civic space

Opportunities are identified to increase the quality, safety, and extent of public open space, including the provision of privately owned publicly accessible spaces (POPOS), within areas of change.

Movement

Active travel link

Given the challenging pedestrian environment along Military Road, a network of alternative, pedestrian-friendly loop is proposed with a series of connections branching toward key destinations. These connections are a combination of pedestrian through site links existing and proposed, slow streets or green spaces. These routes will improve connectivity between residential areas, Mosman's retail and civic centre, and key destinations such as Balmoral Beach and Chinaman Beach.

Major road corridors

Military Road and Spit Road will retain their role as arterial roads carrying significant volumes of vehicular traffic. Built form and landscape treatments will respond to this interface by mitigating impacts and seek to improve amenity where possible.

Local road corridor

Military Road (southbound) also functions as a local road through conservation areas and the shopping strip. Its local character and role will be retained and enhanced, with improvements to pedestrian amenity and streetscape quality.

Pedestrian bridge

Provision of pedestrian bridge

7 Urban design framework

Components of the urban design framework

Four frameworks have been prepared to establish the controls necessary to achieve the desired future character of each identified character area addressing the following key elements:

- Built form
- Movement
- Land use
- Public domain

Under each framework recommendations cover the main built form controls established by the masterplan . These controls give further guidance and are to be understood as pre-course of the Development Controls Plan (DCP) that will be established by Council.

These pre-course controls are covered in “recommendations” organised under each specific framework and cover:

- Built form strategies
- Street wall height recommendations
- Floor to floor by use recommendations
- Heritage recommendations
- Active transport recommendations
- Street character recommendations
- Land use recommendations
- Active frontage recommendations
- Community infrastructure recommendations
- Public space recommendations
- Landscape setbacks recommendations
- Tree canopy cover recommendations
- Solar access recommendations and
- Sustainability



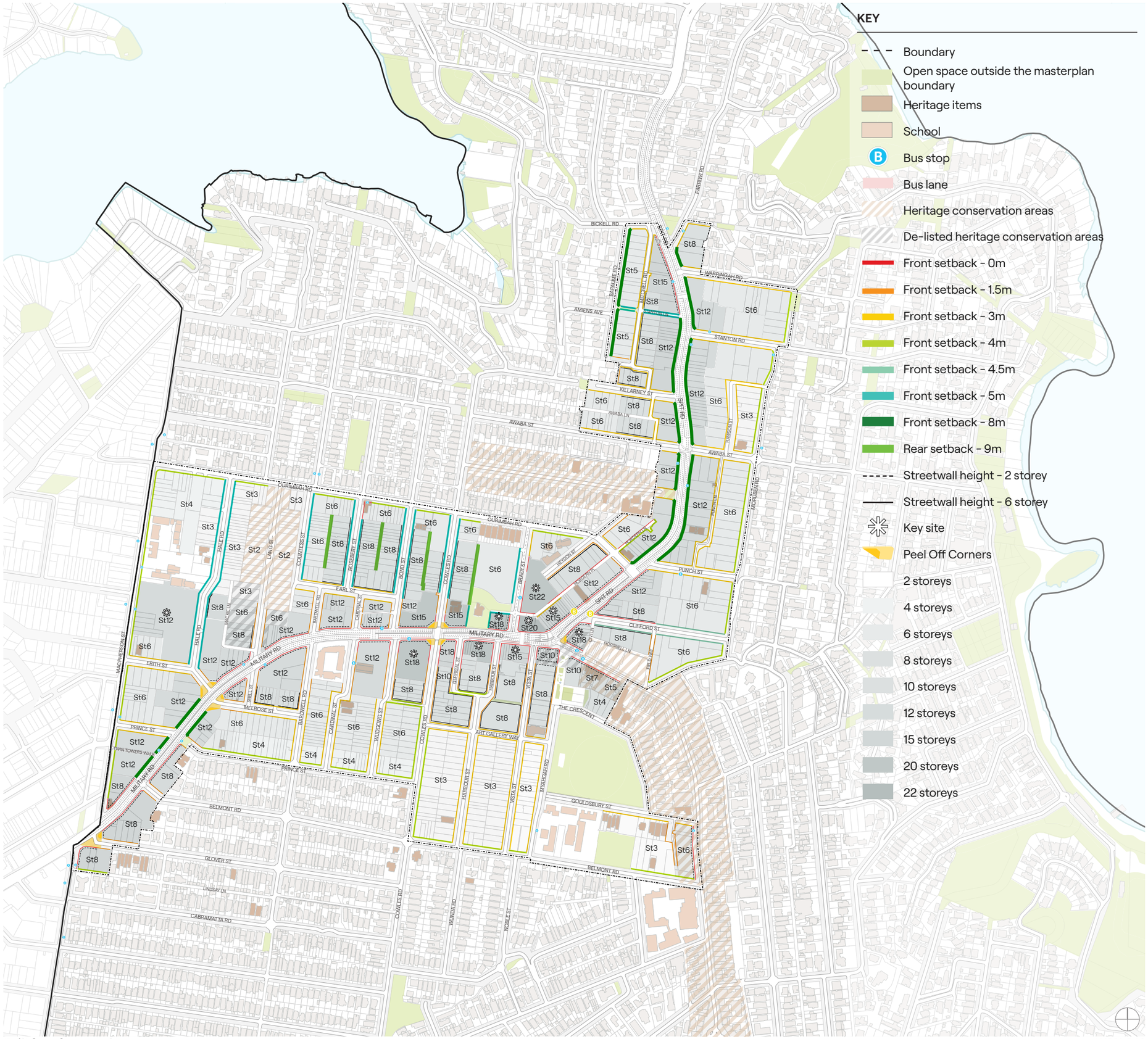
Artist’s impression of new proposed public space envisioned for the Bridgepoint site

Built form framework

Objective

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

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



Built form framework

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Envelope south east view



- Masterplan boundary
- Envelope
- Existing buildings
- Conservation areas
- Heritage items

Envelope massing south east view

Envelope south west view



Envelope massing south west view

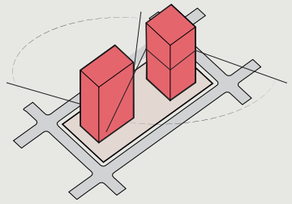
- Masterplan boundary
- Envelope
- Existing buildings
- Conservation areas
- Heritage items

Built form strategies

The built form framework is supported by a series of strategies that have guided the development of the proposed built form controls. These strategies have informed decision-making in relation to setbacks, street wall heights, above-podium setbacks and the overall distribution of height and density across the masterplan area.

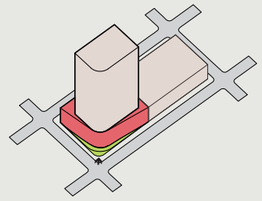
Together, these strategies seek to ensure that future development responds to local context, supports a coherent streetscape character, protects amenity, and directs additional height and density to locations best suited to accommodate change.

Design slender towers to ground and orient them to ensure view sharing.



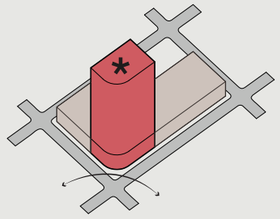


Peel away from the corner to increase public domain at busy intersections.



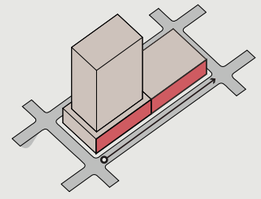


Prioritise height at key corners.



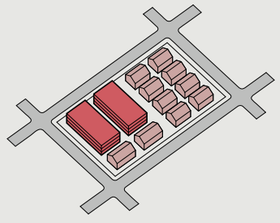


Continue streetwall height along active frontages.



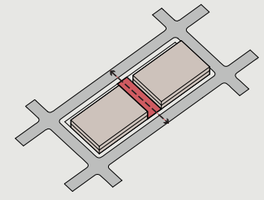


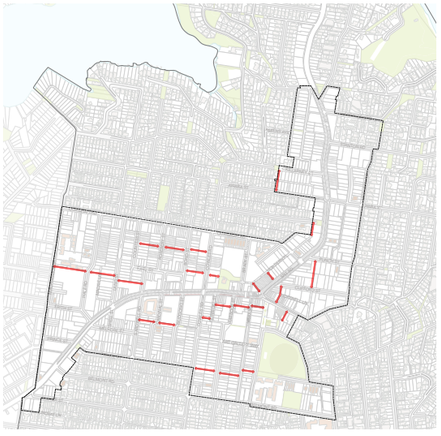
Respond to scale of conservation area with a gentle transition in height.





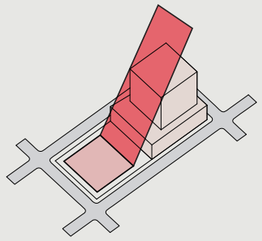
Allow for permeability through large blocks by introducing through site links and green pedestrian links.

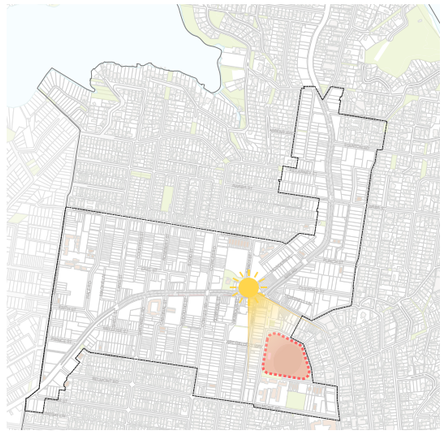




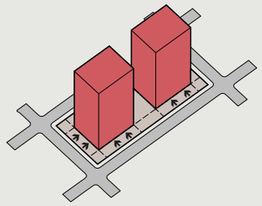
Built form strategies

Protect solar amenity to existing and improved public open spaces.



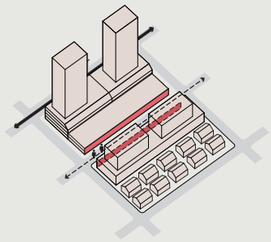


Take towers to ground to provide greater landscape setback in residential areas.



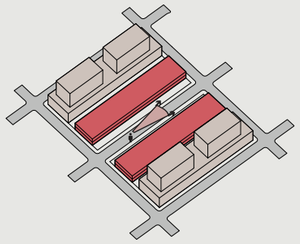


Encourage frontages that focus activity ‘one street back’ along busy roads.



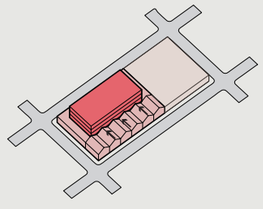


Encourage activation of the main street and public spaces.



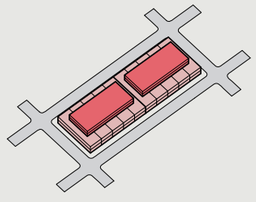


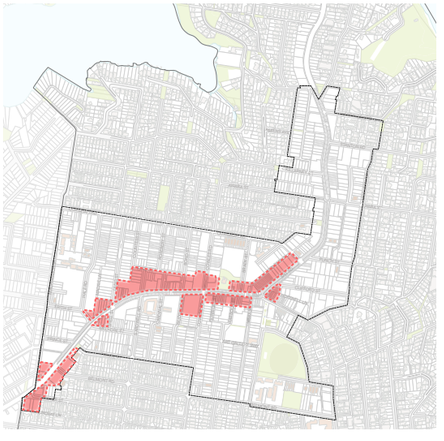
Setback development above heritage items.





Protect the fine grain character using above podium setbacks.

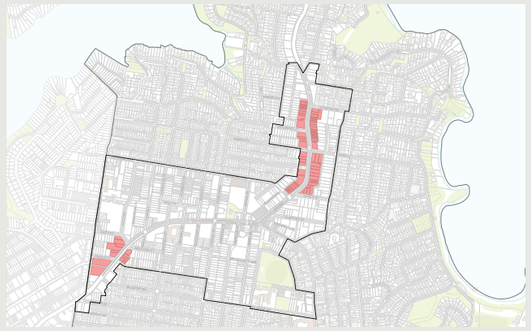


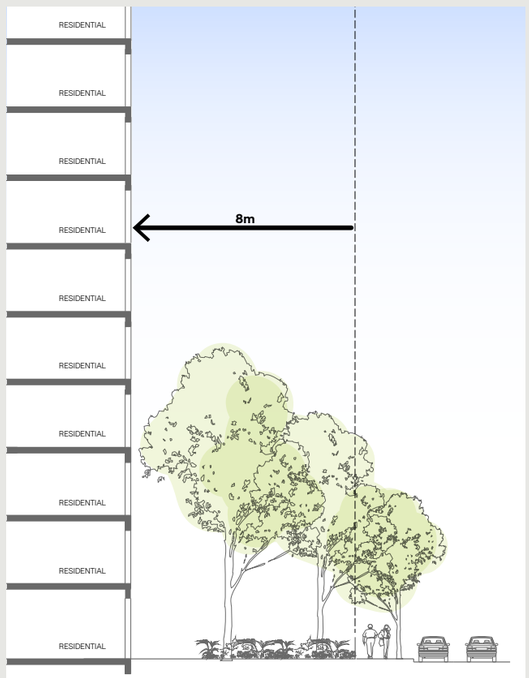


Street wall height recommendations

Towers to ground (Spit Road, Military Road)

8m front setback and no street wall height control (towers to ground) for high density residential along Military Road and Spit Road. Setback to be utilised for deep soil and tree planting to ensure a landscape buffer is provided for any residential use interfacing with the arterial roads.

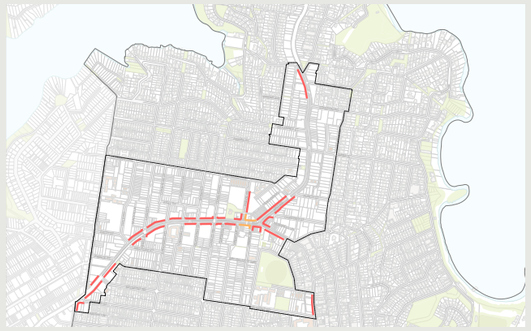


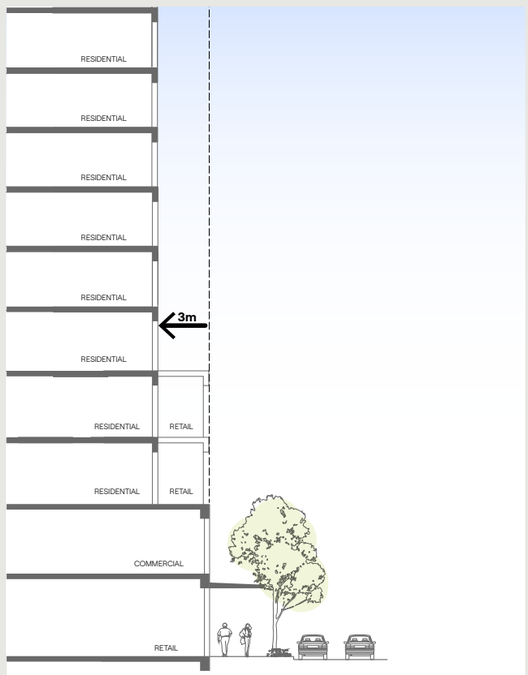


Sample section of street wall conditions for residential areas along Spit Road and Military Road

Active frontage on Military Road

Two-storey street walls with above street wall setback of 3m along the Military Road commercial spine to respond to the datum of existing fine grain shop top housing that has characterised the area till today. Four-storey street walls for 515 to 555 Military Rd, and 26/1-3 Brady St, 656 Military Rd. No residential uses to be permitted on the ground and first level facing the arterial roads.

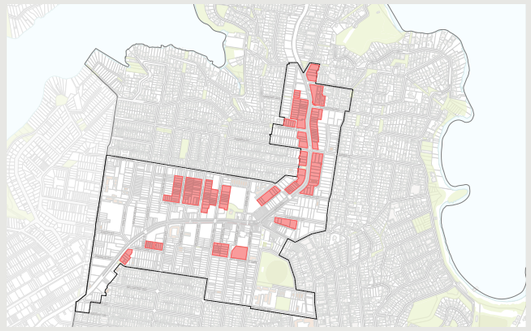


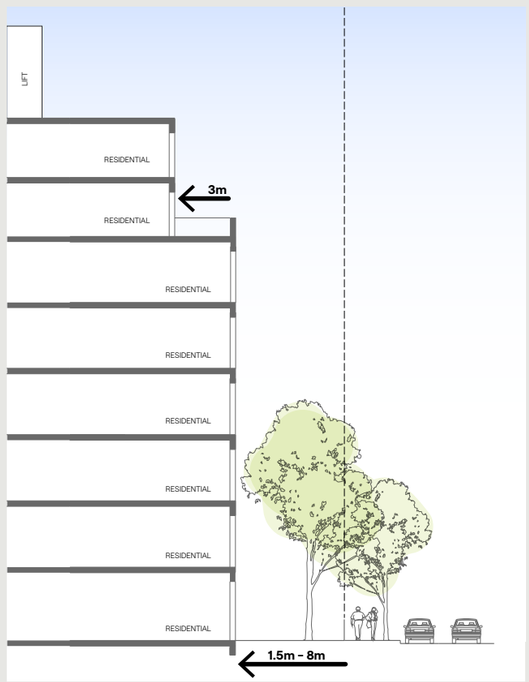


Sample section of Military Road and Spit Road street wall height

8 storey residential areas

Residential areas that have a maximum height of building of 8 storey to present a 6 storey street wall height with an upper level setback of 3 meters for all levels above.

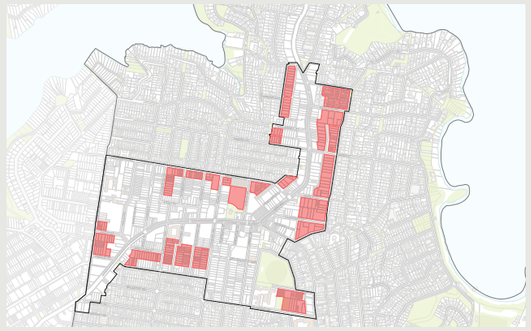


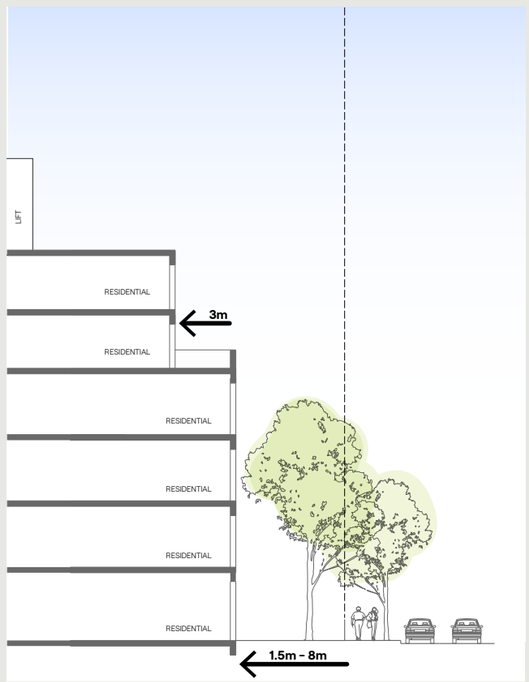


Sample section of residential street wall height in areas 8 storey and above

6 storey residential areas

Residential areas that have a maximum height of building of 6 storey to present a 4 storey street wall height with an upper level setback of 3 meters for all levels above.





Sample section of residential street wall height in areas up to 6 storey

Floor to floor height recommendations

Height of buildings

The recommended floor-to-floor height assumptions have been applied to translate the desired built form storey heights into heights of buildings in metres.

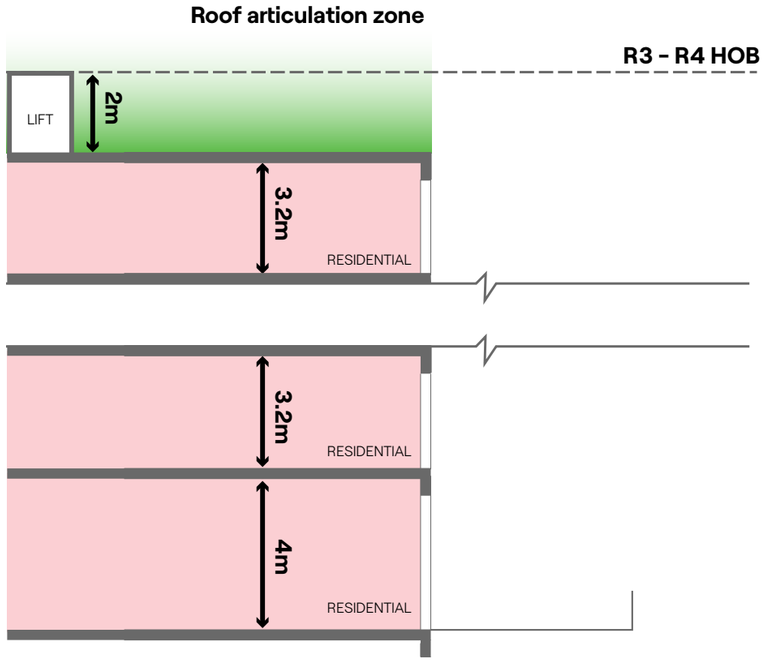
The following floor to floor assumptions have been utilised :

- In residential areas, a floor-to-floor height of 4 metres has been assumed for the ground floor.
- Within local centre areas, a greater ground floor height of 5 metres has been applied to ensure active frontage can be delivered with no residential uses.
- All residential levels above the ground floor, have been assumed to have a floor-to-floor height of 3.2 metres.
- The commercial level above ground floor have been assumed to have a floor-to-floor height of 3.6 metres.
- An additional 2 metres has been allowed for lift overruns.
- The maximum height of building is rounded up to the nearest half metre.

Green roof articulation zone

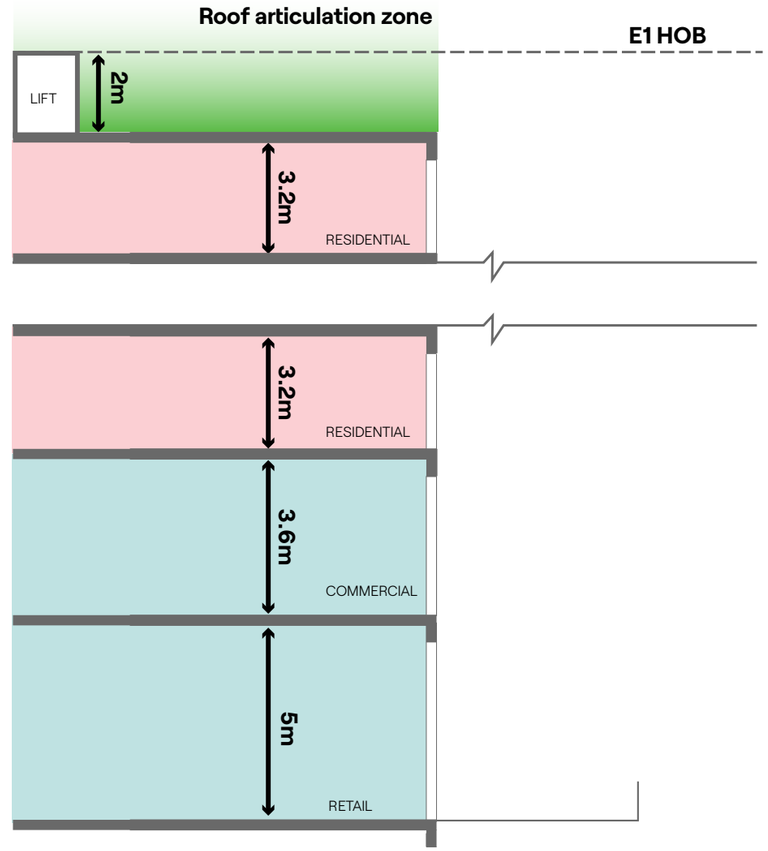
The maximum building height may exceed the height shown on the Height of Buildings Map where required to accommodate rooftop elements that support access, amenity and the functional use of roof spaces. This may include structures providing access to green roofs and rooftop communal open space, as well as ancillary elements that support the social use of these spaces, such as open shade structures, lightweight shelter structures and accessible toilets.

Where rooftop communal open space is proposed, a portion of the roof area is to be provided as green roof, with the remaining area comprising communal open space incorporating open, lightweight and minimal structures.



Height of building assumptions in residential areas

- 4 m - Ground floor level
- 3.2 m - Above ground floor residential levels
- 2m - lift overuns
- Green roof articulation zone (building can exceed Heigh of building for the purpose of providing green roof and roof top communal open space.



Height of building assumptions in local centres areas

- 5 m - Ground floor level retail
- 3.6 m - First retail or commercial level
- 3.2 m - Above ground floor residential levels
- 2m - lift overuns
- Green roof articulation zone (building can exceed Heigh of building for the purpose of providing green roof and roof top communal open space.

Maximum HOB

Non residential uses

Residential uses

Green roof articulation zone

Heritage recommendations

NBRS



MOSMAN MASTERPLAN
HERITAGE REVIEW

The Heritage Review concludes that the Mosman Masterplan is a preferable urban growth model to the State Government's Low and Mid-Rise Housing Policy (LMR) because it concentrates higher density development within already modified commercial and arterial road corridors, while reducing pressure on Mosman's more intact residential neighbourhoods and heritage conservation areas.

Rather than applying a uniform response, the Masterplan directs development toward locations that can accommodate renewal while protecting the heritage values that contribute to Mosman's distinctive character, identity and sense of place. The report supports managed growth, provided future development is guided by robust heritage controls, context-responsive built form, and clear urban design guidance.

Key heritage findings

The Heritage Review identified within the masterplan area:

- Approximately 43 Heritage Items
- Approximately 65 properties within Heritage Conservation Areas (HCAs)
- Two principal HCAs:
    - Lang Street HCA (C6)
    - Military Road HCA (C7)
- Significant civic, educational, recreational and religious heritage assets concentrated within Mosman Village.
- Numerous heritage items whose significance is closely linked to their landscape setting, curtilage and visual prominence.

Most heritage items retain sufficient integrity, significance and legibility to justify continued protection and necessitate sensitive development in their surrounds. Different HCAs exhibit different levels of integrity, with select ones warranting review and refinement of boundaries.

Lang Street HCA

The Heritage Review identifies Lang Street as a significant heritage precinct with its significance derived from:

- Federation and Inter-War residential character.
- Fine-grain subdivision pattern.
- Consistent building scale and setbacks.
- Strong landscape character and mature street trees.
- Wide verges and central planted median.
- Cohesive streetscape with limited intrusive redevelopment.

However, the review concludes that the conservation area has been significantly altered to the south but retains a high degree of integrity to the north.

Therefore, the Masterplan proposes amending HCA boundaries to support growth in areas that have diminished in heritage value in order to promote a more gradual transition from areas of intensive change. The northern portion of the Lang Street HCA that is comprised predominantly of Contributory items is appropriately excluded from uplift in order to preserve valued heritage character within the masterplan area.

Military Road HCA

The Heritage Review found that the heritage character of parts of the Military Road HCA has been progressively diminished through:

- Road widening and infrastructure works.
- Commercial redevelopment.
- Altered shopfronts and facades.
- Inconsistent building forms and setbacks.
- Large-scale contemporary development.

While the conservation area continues to contain significant heritage elements and contributes to Mosman's village character, heritage values are less consistent than in other conservation areas and vary across the precinct.

The Masterplan recognises Military Road as an established urban corridor that has experienced successive phases of change and therefore has a greater capacity to accommodate future renewal. Additional density is focused within this corridor while retaining significant heritage buildings, protecting key views and providing appropriate transitions to adjoining heritage precincts.

The Heritage Review recommends that the heritage conservation area boundaries and contributory gradings be reviewed as part of future planning work to ensure they accurately reflect the present heritage significance of the precinct.

Boronia House

Boronia House is one of Mosman's most significant heritage landmarks and derives much of its heritage value from its established garden setting, visual prominence and spatial separation from surrounding development.

The Heritage Review identifies the protection and reinforcement of this curtilage as a key consideration for future development adjoining the site. The perception of building height is less significant from within the garden setting of Boronia House, where views are largely filtered by vegetation and landscape elements. As a result, the management of building footprint, separation distances and landscape character is considered more important than the overall number of storeys.

The Masterplan supports:

- Increased front and side setbacks adjacent to Boronia House.
- Protection and reinforcement of the historic garden setting.
- Retention of visual prominence when viewed from Military Road and surrounding public spaces.
- Built form controls that manage perceived bulk and scale.
- Enhanced tree planting and landscape treatments that strengthen the heritage curtilage and improve the transition between new development and the heritage item.

This approach recognises that the significance of Boronia House is intrinsically linked to its setting and ensures that future development reinforces rather than diminishes its heritage character.

Urban design recommendations

The Heritage Review supports the following urban design outcomes:

- Concentrate growth within established centres and transport corridors.
- Protect highly intact heritage conservation areas from inappropriate intensification.
- Maintain the prominence and setting of significant heritage items.
- Require lower-scale transition areas adjoining heritage precincts.
- Preserve important landscape character, mature street trees and garden settings.
- Reinforce fine-grain subdivision patterns and traditional setbacks where heritage significance is derived from the streetscape.
- Ensure taller buildings are designed as background elements when viewed from heritage places.
- Use contemporary architecture that responds to heritage context without replicating historic styles.

These recommendations have directly informed the structure plans, character areas, built form controls and height transition framework contained within the Mosman Masterplan.

Movement framework

Objective

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

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



Active transport recommendations

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

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

- **Dedicated bicycle path:** a separate space for cyclists, distinct from both motor vehicle traffic and pedestrians.
- **Shared footpath:** a two-way route accommodating both bicycle and pedestrian movement along a footpath, without designated space for specific modes.
  Shared paths are to be minimum 4.5 ideally 5.2m, including a 0.7 to 1.2m landscape buffer between the shared footpath and traffic to ensure the safety of users. Existing footpaths along Military and Spit Road are designated shared paths required to achieve the regional cycle link. In the instance these designated shared ways are on footpaths currently not meeting the minimum width, widening is required to be provided by the development via setbacks.
- **On road cycle route:** Quiet roads with lower-traffic streets where cyclists share the road with motor vehicles in a calmer environment.

KEY

- LGA boundary
- Mosman Masterplan boundary
- Dedicated bicycle paths
- Proposed dedicated bicycle paths
- On-road cycle route
- Proposed on-road cycle route
- Shared footpath (cyclists and pedestrians)
- Proposed Shared footpath (cyclists and pedestrians)
- Minimum 4.5m shared footpath
- Potential alternative regional cycle link
- North Sydney regional cycle corridor
- Regional cycle corridor
- Open space



1:20000@A3

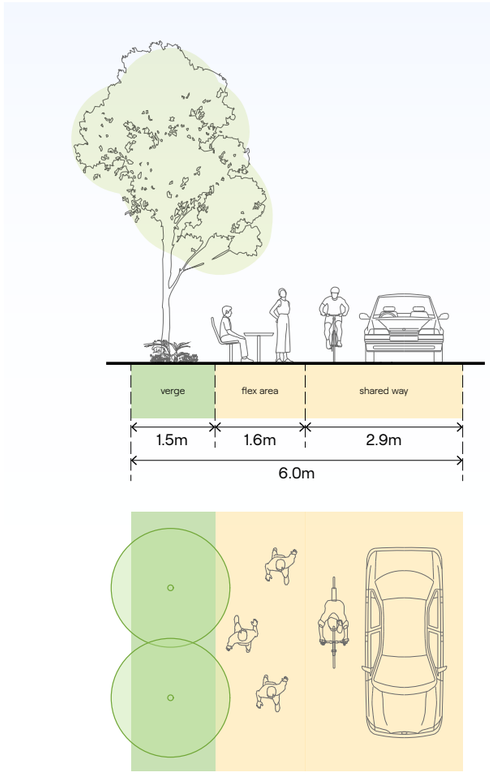
Street character recommendations

Shared way

Mixed traffic connections that encourages pedestrian & cycling movement, while allowing required vehicular and servicing access in order to improve overall permeability and encourage walking, social gatherings and outdoor activities

Controls

- Minimum width of 6m
- Provide landscaping, lighting and high quality materials and finishes
- Includes active frontages for better activation and place making
- Provide opportunities for public art
- Ground floor uses fronting lanes to incorporate openings onto the lane to contribute to activation (including outdoor dining)
- Include materials and finishes adept for a public space (paving materials, tree planting, street furniture)

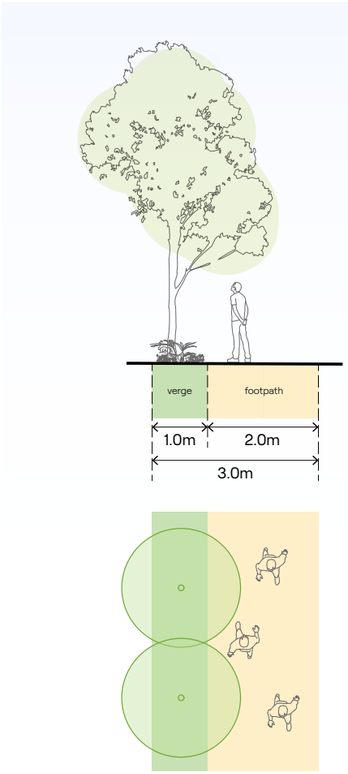


Through site links

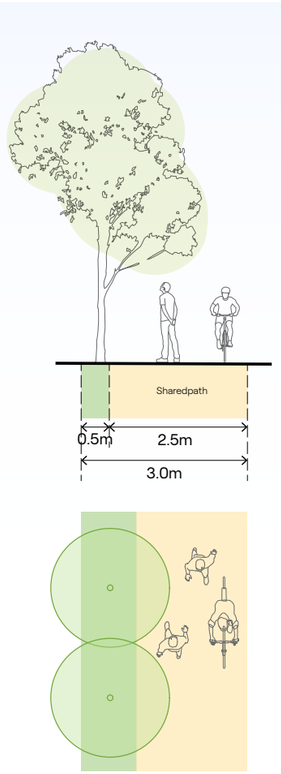
Key pedestrians connections established to improve pedestrian connectivity within the centre and residential areas

Controls

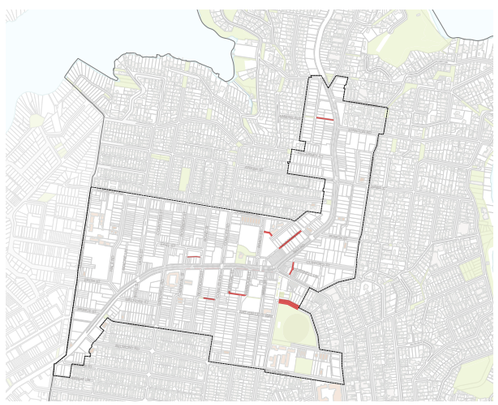
- Minimum total width of 3m
- A minimum width of 2.5m sharedpath zone if through site link is identifies as part of the regional cycle link or as an on road cycle route
- Be direct and publicly accessible 24 hours a day
- Allow visibility along the length and open to the sky
- Incorporates signage advising the places to which it connects
- Easily identifiable and provide opportunities for passive surveillance
- Include materials and finishes adept for a public space (paving materials, tree planting, street furniture)



Pedestrians only



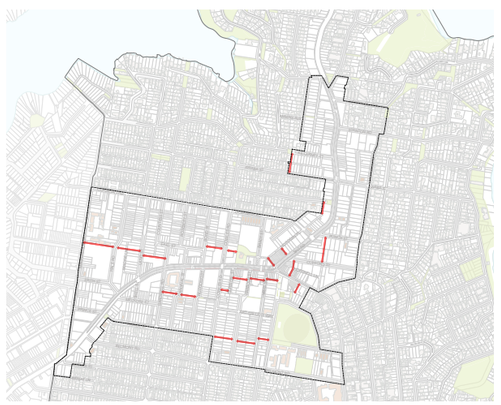
Shared path pedestrians and cyclists



Key plan



New Road Brighton Redesign, Brighton UK (Gehl Architects)



Key plan



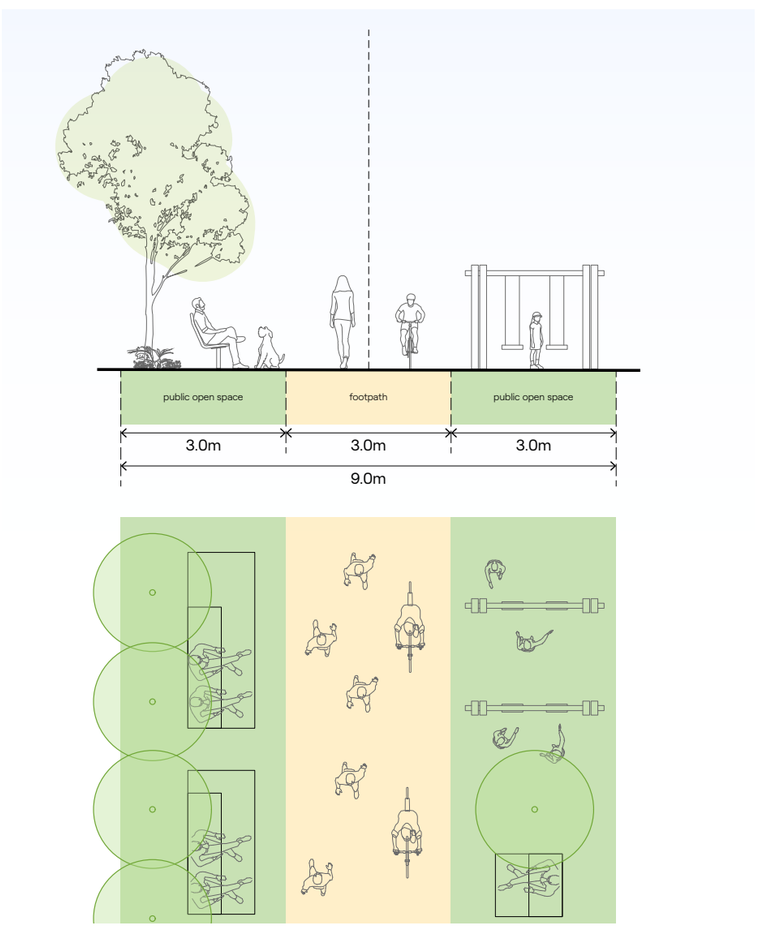
The Gantry, Camperdown (Bates Smart)

Green pedestrian links

Narrow pedestrian-priority streets within residential areas that provides connectivity to adjacent residential streets while acting as green refuges allowing for passive recreation.

Controls

- Minimum width of 9m (shared between developments)
- Allow visibility along the length and open to the sky
- Implement continuous footpath treatment
- Incorporate linear public open space along both sides of the link with tree planting and water-sensitive urban design
- Provide street furniture and incorporate passive recreation elements such as small play features

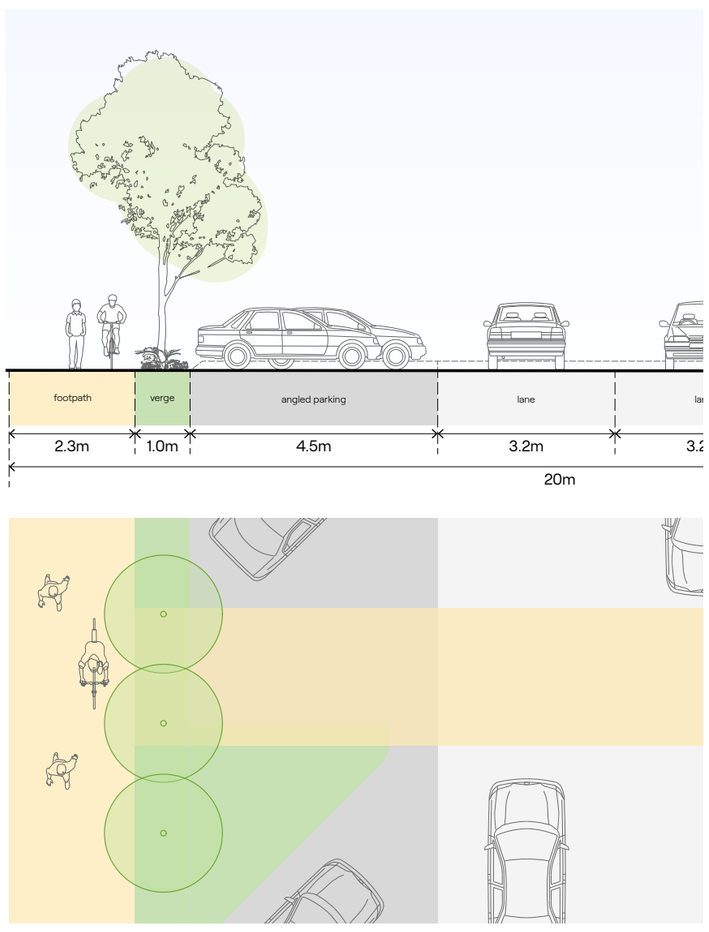


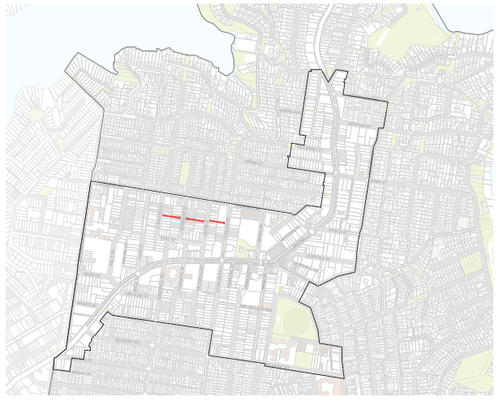
Calm streets

Slow residential streets designed with slow traffic measures and speed restriction to naturally slow down vehicle speeds to enhance pedestrian safety, reduce noise, and encourage a balance between modes of transport.

Controls

- Adopt lower speed limits of 40 km/h
- Include, retain, or improve verge
- Apply mid-block pinch points in the form of curb extensions
- Use flat-top road pavements to slow traffic and provide pedestrian crossing points
- Provide angled parking on one side of the street and parallel parking on the other to maximise on-road parking capacity

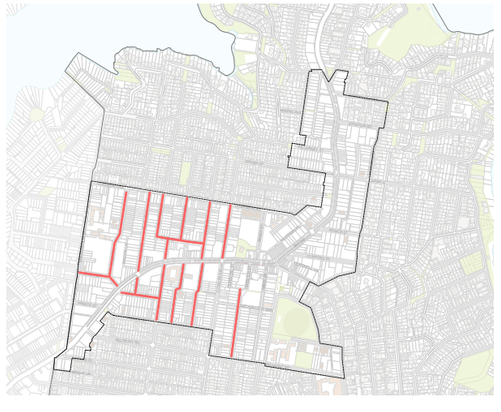




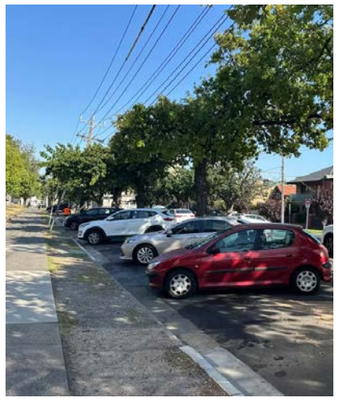
Key plan



Fordham University New Residence Halls, New York City (Sasaki)



Key plan





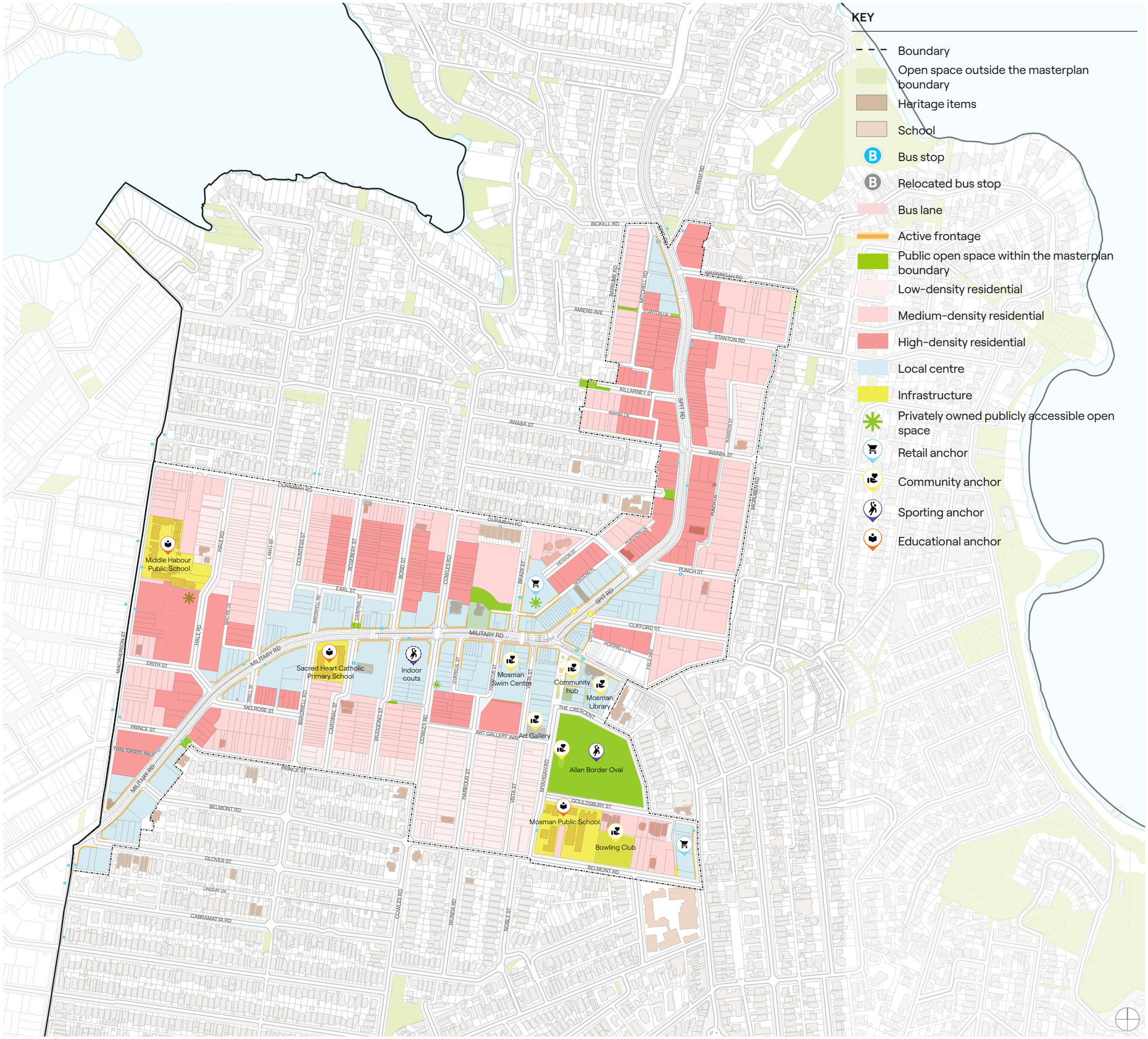
Traffic calming measures and angled parking (various)

Land use framework

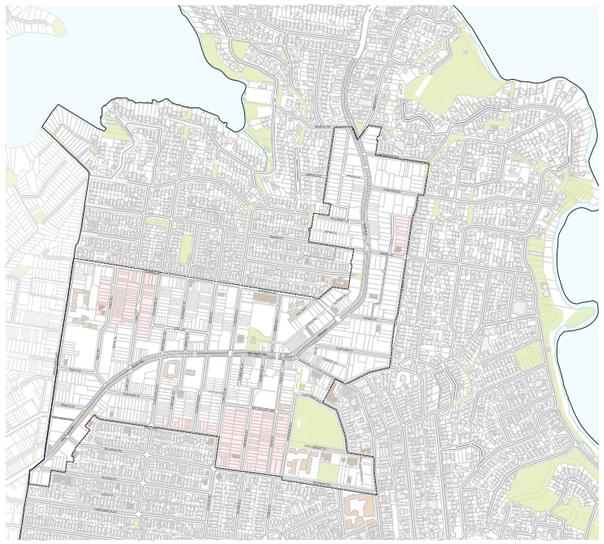
Objective

To deliver an active and thriving mix of uses with retail, commercial and community facilities servicing the local centre and a mix of housing typologies in residential and Local centre zones that are consistent with the diagram opposite, in accordance with the controls outlined within the land use framework, including:

- Land use zoning objectives and permissible typologies
- Active frontages
- Retail and community anchors indicative location
- Privately owned publicly accessible open spaces indicative location
- Community infrastructure delivery strategies



Land use recommendations



Low density residential

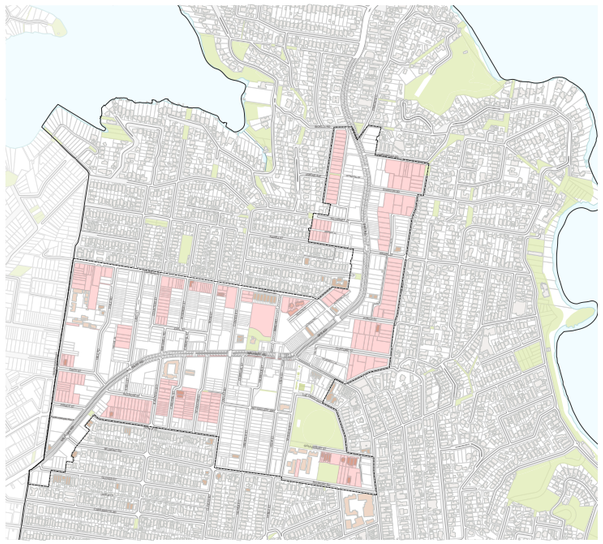
Objectives of this zone

- To provide for the housing needs of the community within a low density residential environment.
- To provide a variety of housing types including detached, attached, dual occupancies and terraces.
- To provide for housing that is compatible with the conservation areas of no change and transition areas.

Typologies



Single detached, duplex, terraces and manor homes



Medium density residential

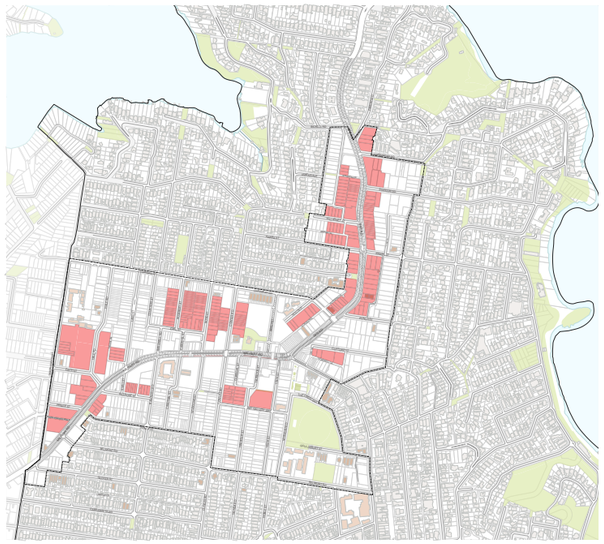
Objectives of this zone

- To provide for diverse housing types within a medium density residential environment, up to 6 storeys in height, that meets the needs of the community.
- To ensure development is compatible with the desired future character of the area in terms of bulk, height and scale, transitioning between high and low density residential areas.
- To encourage residential development that has regard to local amenity, in particular public and private views.
- To provide for a range of apartment types that contribute to a diverse housing mix.
- To provide the opportunity for primarily residential uses while allowing for corner shops and small retail tenancies serving the local community.

Typologies



Residential flat buildings lower than 6 storey high



High density residential

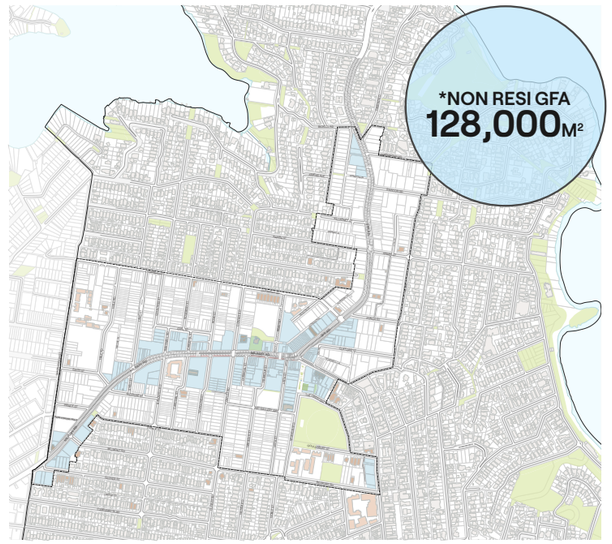
Objectives of this zone

- To provide for the housing needs of the community within a high density residential environment.
- To provide a variety of apartment types within a high density residential environment from 7 storey in height and above.
- To enable the delivery of a variety of housing tenures including affordable housing
- To provide the opportunity for a primarily residential uses, but allow for corner shops and small retail tenancies service a small catchment community.

Typologies



Residential flat buildings 7 storey high and above



Local centre

Objectives of this zone

- To provide a range of retail, business and community uses that serve the needs of people who live in, work in or visit the area.
- To encourage investment in local commercial development that generates employment opportunities and economic growth.
- To enable residential development that contributes to a vibrant and active local centre.
- To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.
- To maintain active uses at street level, with a predominance of retail use.

Typologies



Shop top housing 8 storey high and above

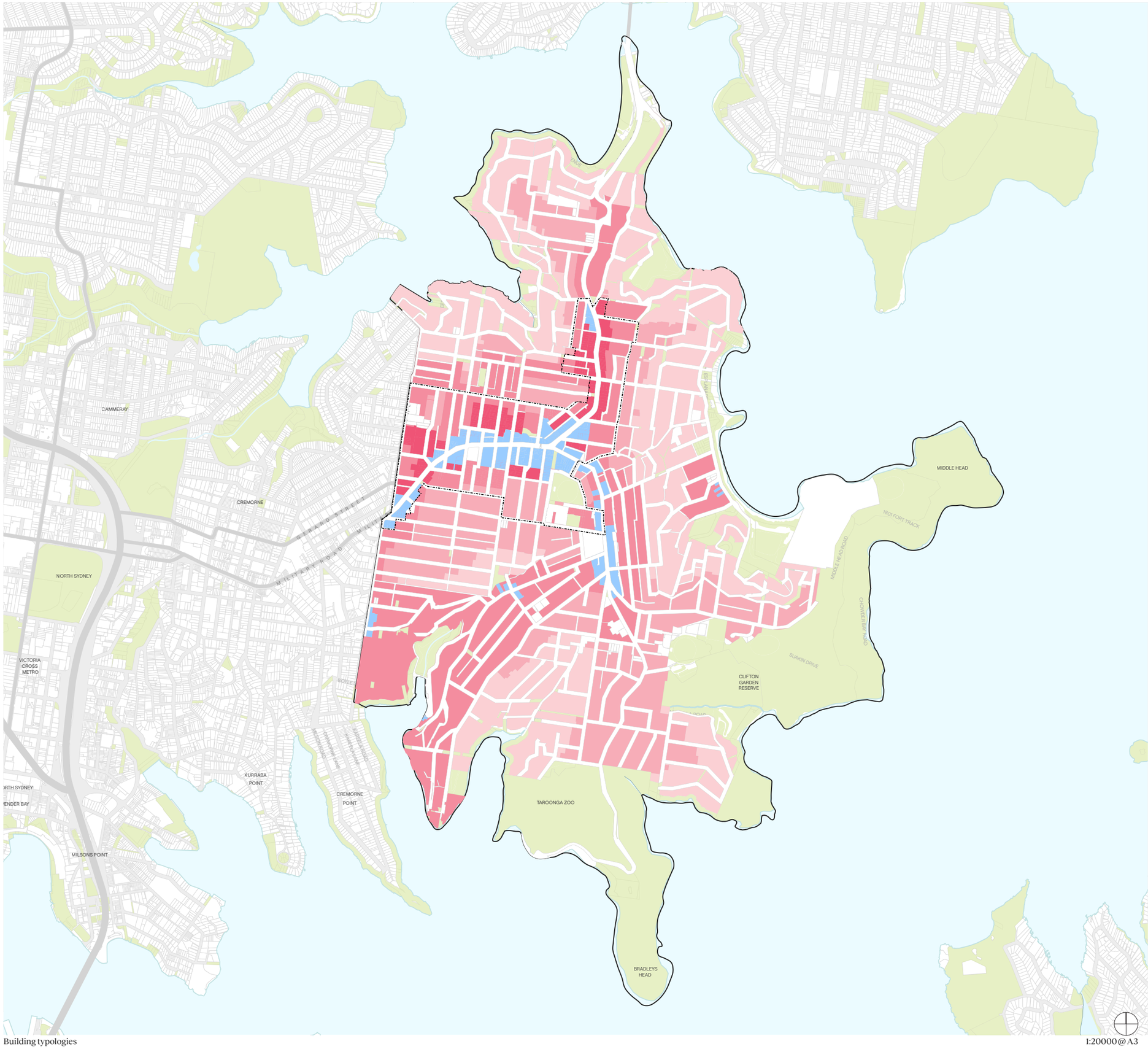
*Non resi GFA is an estimate based on the assumption that all lots within E1 zones will deliver a 1:1 non residential FSR.

Building typologies intent

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

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

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



KEY

- LGA boundary
- Mosman Masterplan boundary
- Dwelling houses
- Semi-detached dwellings
- Medium density residential flat buildings
- High density residential flat buildings, Shop top housing
- Shop top housing
- Open space

Building typologies

1:20000@A3

Active frontages recommendations

The objective of active frontages is to promote uses that attract pedestrian traffic along ground floor street frontages within the local center

Primary active frontages

- Promote continuous ground floor activity to address key streets, public spaces and transport nodes
- No vehicular access permitted
- No residential uses permitted with the exemption of residential lobbies to a commercial, residential, serviced apartment or hotel component of the building.

Secondary active frontages

Objectives

- Promote continuous ground floor activity to address key streets, public spaces and transport nodes.
- To provide lobby access for a commercial, residential, serviced or hotel component of the building, as well as fire service, vehicular access and loading.



KEY

- Mosman masterplan boundary
- Primary active frontage
- Secondary active frontage
- Heritage items
- School
- Open space

Active frontages recommendation

1:14000@A3

Community infrastructure delivery strategy

The masterplan leverages local planning provisions applicable to key development sites to facilitate the provision of community infrastructure as part of privately initiated developments. This approach is complemented by infrastructure delivery led by Council on Council-owned or dedicated land, ensuring a coordinated and comprehensive outcome across the precinct. Within the proposed civic precinct, the following community facilities are to be delivered:

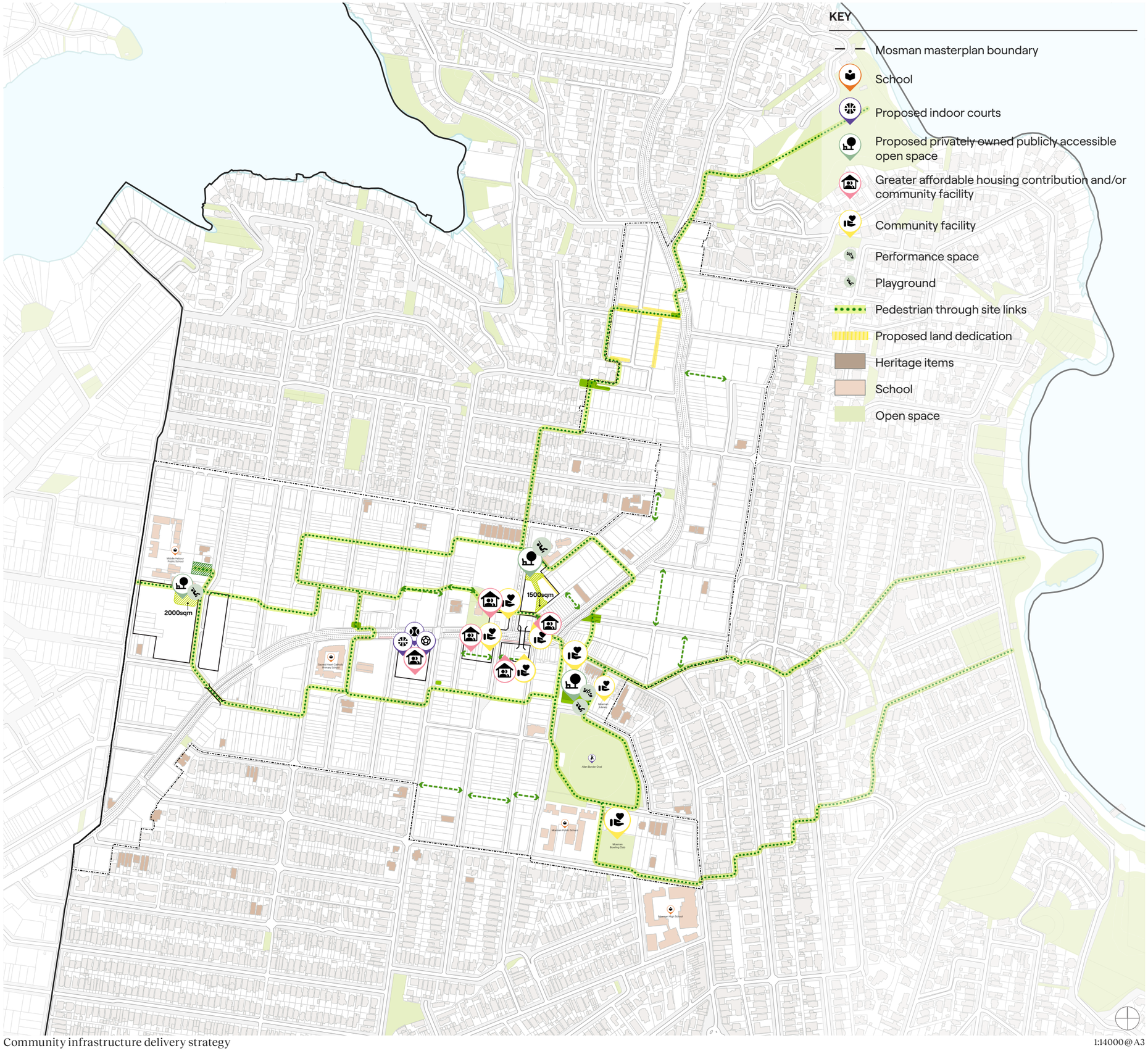
- A new Mosman Library, incorporating a youth centre, senior centre and flexible community spaces
- Public parking provisions to support increased activity and accessibility
- An expanded and enhanced Village Green (approximately 2,000 sqm), featuring an upgraded playground and an outdoor performance stage

To support delivery outcomes, local planning provisions will include incentive Floor Space Ratio (FSR) mechanisms for key sites. These incentives are intended to facilitate the provision of:

- Three indoor sports courts
- Additional community facilities, or alternatively, additional affordable housing for identified key sites A 2,000 sqm publicly accessible open space at 6 Hale Road (The Manors of Mosman site)
- A 1,500 sqm publicly accessible open space at the Bridgepoint Shopping Centre
- Publicly accessible through site links breaking down long blocks increasing pedestrian accessibility and permeability

This integrated framework aligns private development potential with public benefit, ensuring the timely and equitable delivery of essential community infrastructure.

For details on the provisions and key sites refer to implementation plan chapter.



Community infrastructure delivery strategy

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Public domain and open space framework

Objective

To deliver integrated and connected open spaces that are accessible and an active travel network consistent with the diagram opposite, in accordance with the controls outlined within the public domain and open space framework, including:

- Active travel links
- Deep soil front setbacks
- Privately owned publicly accessible open spaces design recommendations
- Setbacks with the purpose of providing improved public domain
- Tree canopy cover



Public domain and open space framework

1:14000@A3

Public space character recommendations

Design recommendations and requirements for public open spaces, including privately owned publicly accessible open spaces proposed within the master plan, are illustrated in the diagrams opposite. The design and delivery of these spaces must demonstrate compliance with the objectives and requirements outlined in this section.

KEY

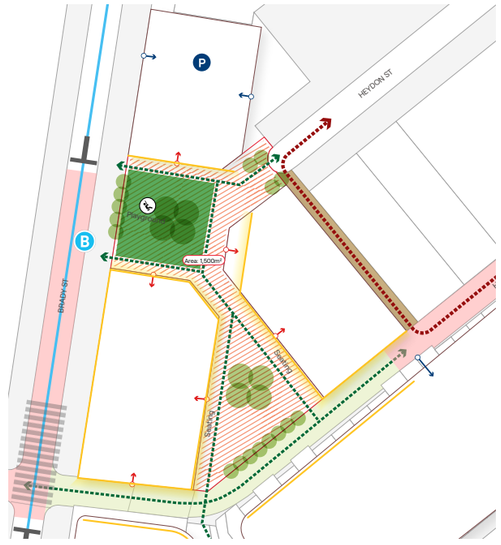
- Minimum area
- Pedestrian only zone
- Pedestrian crossing
- Shared zone
- Deep soil with landscape treatment
- Planting
- Hard scape
- Larger road kerb area
- Public parking
- Vehicle access
- Pedestrian access
- Active frontage - 0m
- Main road
- Noise
- New playground
- New performance space
- Community facility
- Solar control



Civic precinct

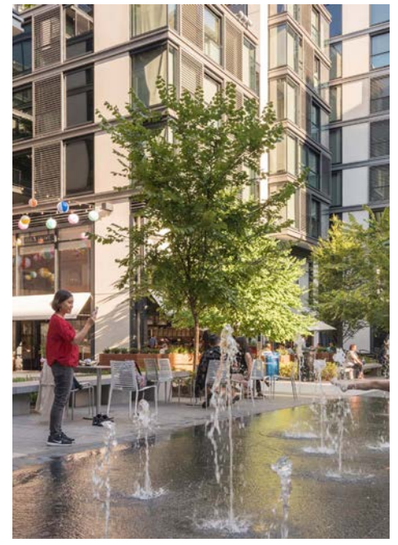
Provide a minimum 2,000 m² Village Green, a southern extension of the Myahgah Road plaza, and convert The Crescent into a pedestrian-priority shared zone, coordinated with the delivery of the new library and associated basement public parking.





Bridgepoint plaza

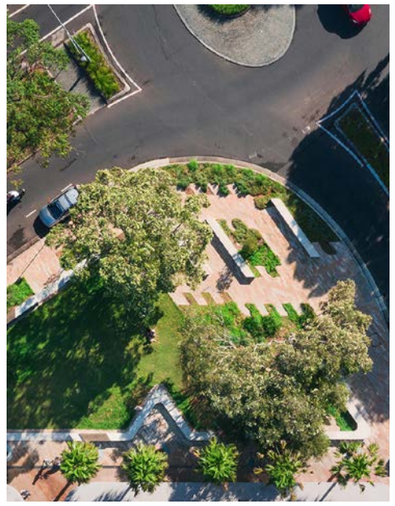
Provide a minimum 1,500m² public plaza to function as a public open space including connections between Brady Street, Heydon Street and Hordern Place. Ensure the plaza incorporates a minimum 10% deep soil area and achieves at least 40% canopy coverage.

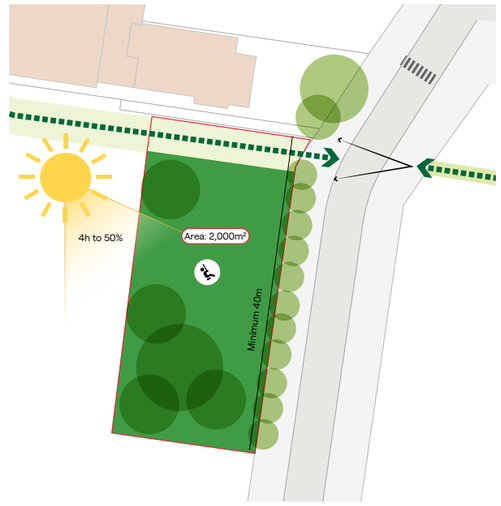




Peel off corners

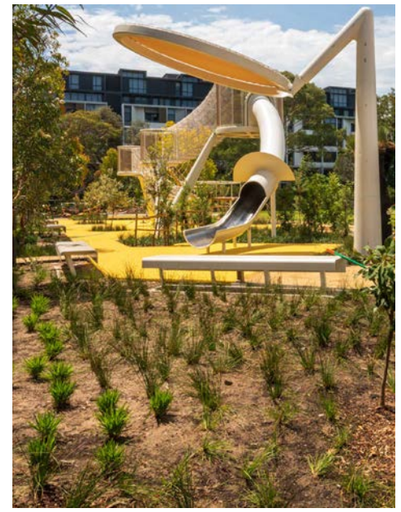
Provide building corner setbacks at designated intersections with a minimum perpendicular bisector (depth) of 5m. Setback areas are to function as buffer zones that mitigate traffic impacts and incorporate landscaped edges and opportunities for informal seating.





Hale Road open space

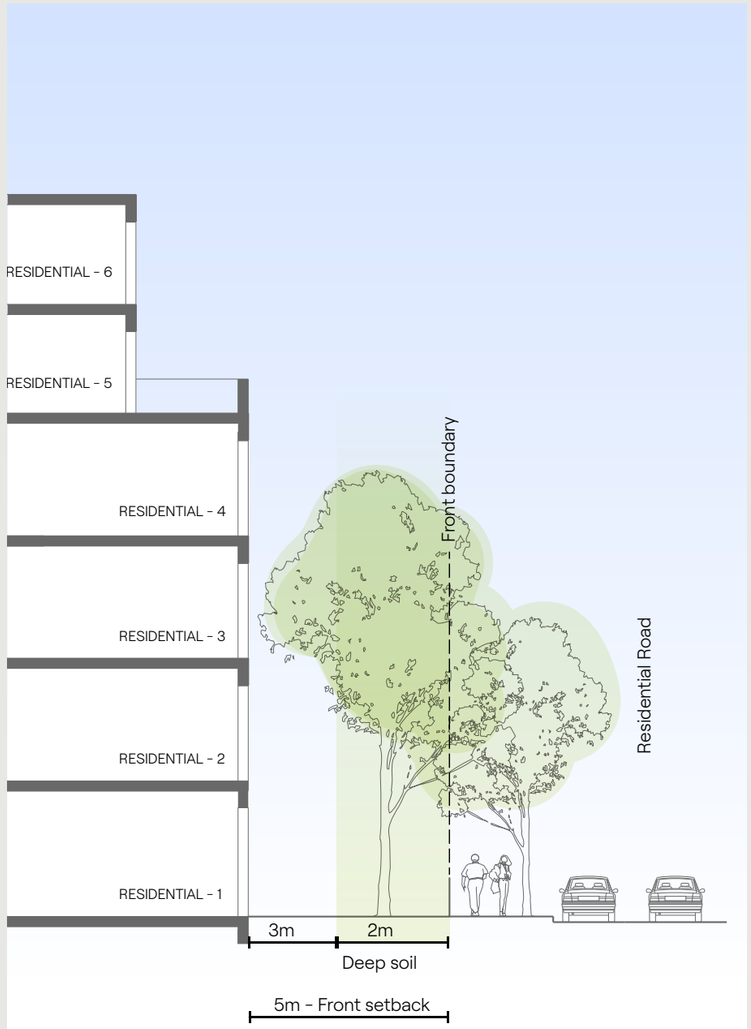
To be designed to have the largest road frontage and a minimum site area of 2000 sqm, through site link connecting to Macpherson St and visible from through site link on the east of Hale Street. To be 100% deep soil, to provide a playground space, seating and tree canopy in particular along the street edge. Built form to be designed to guarantee 4h of solar access to 50% of the open space area.



Landscape front and rear setback recommendations

5m landscape setbacks in Ourimbah Triangle character area

5m front setback for residential area within the Ourimbah Triangle subject to a 5m setback to include a minimum of 2m deep soil for tree planting along the primary frontage.



Sample section of 5m landscape setback

Rear setback in Ourimbah Triangle character area

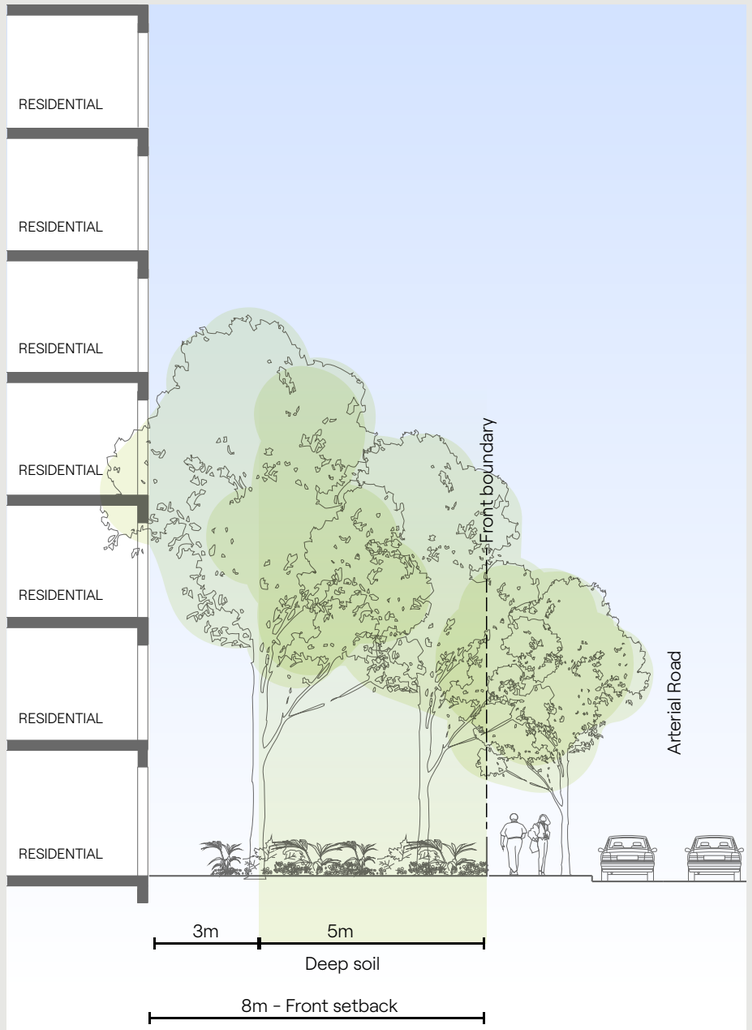
9m rear setback for 8 storey residential areas within the Ourimbah Triangle character area to ensure retention of existing mature trees at rear and for the provision of communal open space.



Sample section of 9m rear setback

8m setback along Arterial Roads

8m front setback for residential along Spit Road and Military Road to include a minimum of 5m deep soil for tree planting along the primary frontage.



Sample section of 8m landscape setback

Tree canopy cover recommendations

The Mosman LGA has an existing tree canopy cover of 37% (refer to place understanding chapter). A tree canopy cover of 40% is recommended to ensure that existing landscape and trees are retained and protected, while new trees are introduced to increase canopy cover by 3%.

The following principles are recommended for new development in relation to tree canopy cover:

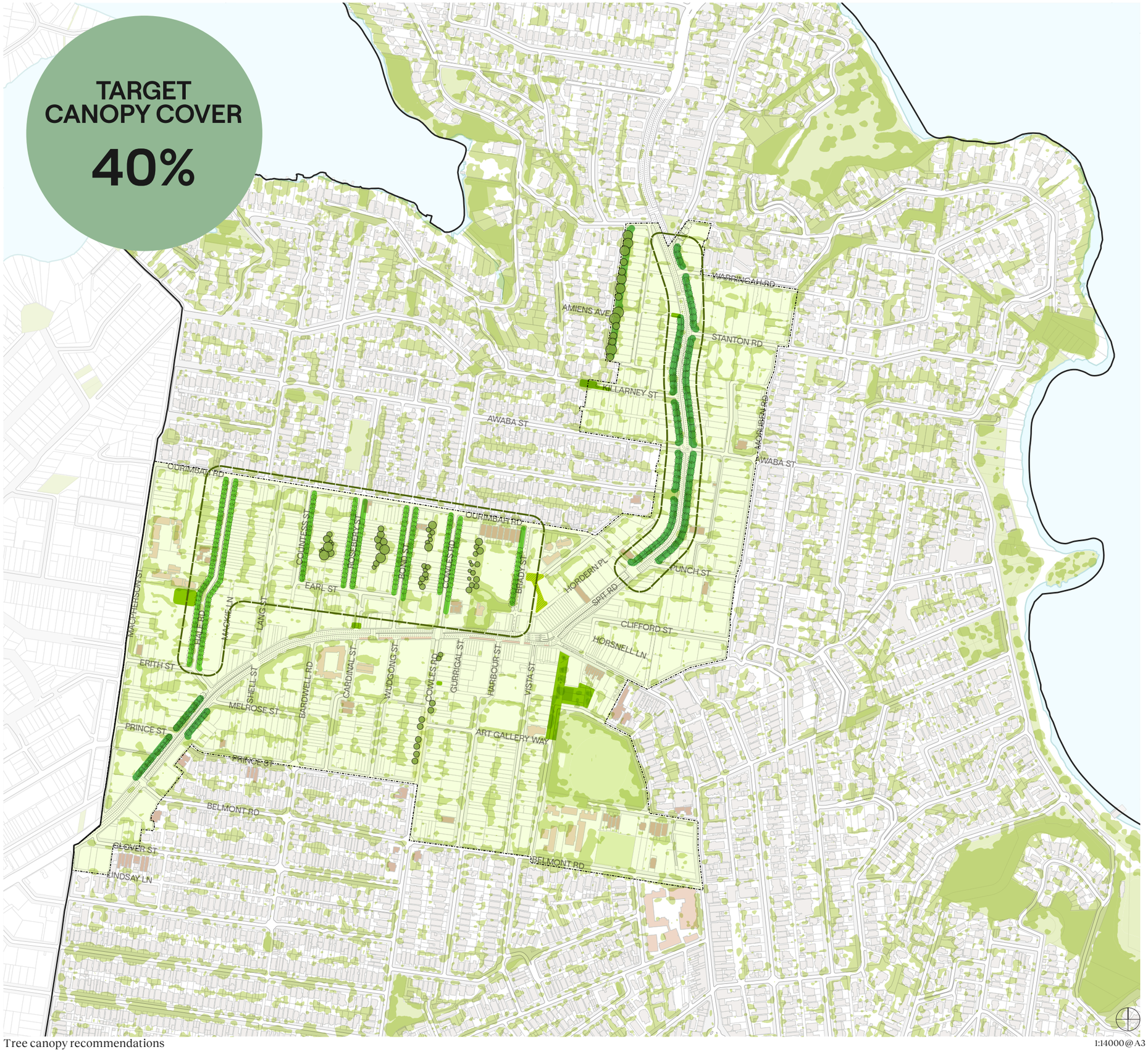
- Maximise tree canopy and green cover on streets, in open spaces and along the public domain.
- Create a contiguous tree canopy to mitigate climate change and improve the health and wellbeing of people and ecosystems.
- Prioritise native local species of vegetation .
- Collaborate with local aboriginal custodians to highlight first nations connection to Mosman through vegetation.
- Integrate Water Sensitive Urban Design (WSUD) measures in streets and spaces to harness rainwater to promote vegetation growth.

Tree canopy targets can be achieved by:

1. Protecting and strengthening existing trees and vegetation in Mosman.
2. Implementing recommended controls for deep soil and landscaping.
3. Requiring new development within the Mosman LGA to deliver 40% of the site area as landscaped area. Landscaped area means a part of a site used for growing plants, grasses and trees, but does not include any building, structure or hard-paved area.
4. For any on-street car parking, interspersed tree pits should be placed as follows:
    - one tree pit for every three end-on-end car spaces;
    - one tree pit for every five parallel car spaces.

KEY

- Mosman masterplan boundary
- Existing canopy
- Proposed open space
- Trees to be retained
- Recommended street trees
- 5m landscape setback (2m deep soil for tree planting)
- 8m landscape setback (5m deep soil for tree planting)
- 40% tree canopy target
- Heritage items
- School
- Open space



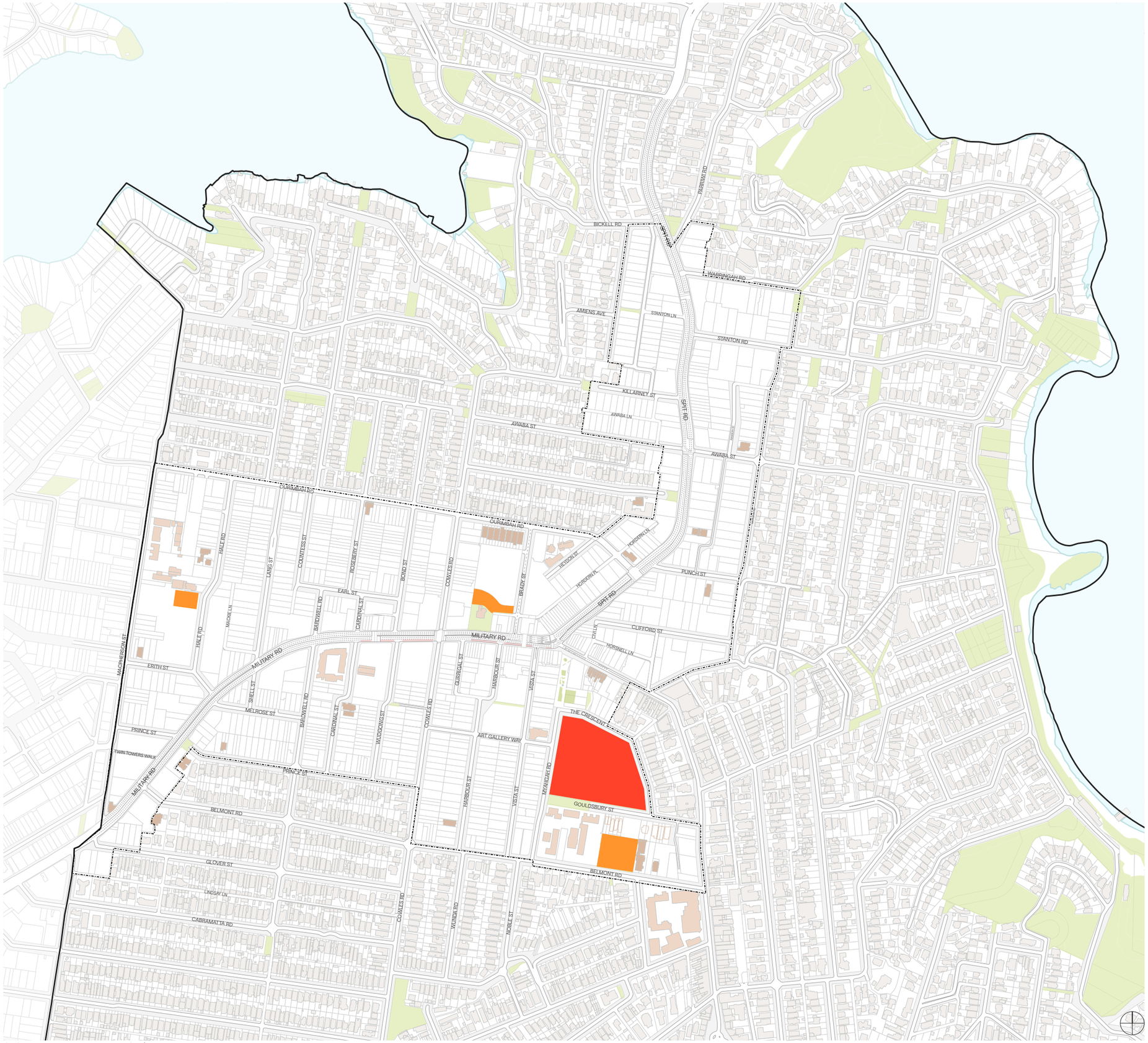
Tree canopy recommendations

1:14000@A3

Public space solar access recommendations

The following solar access controls are recommended for the protection of solar access to key existing and proposed public and private open spaces. The solar access controls are established at mid-winter (21 June).

Where no specific solar access requirements apply to an existing or proposed public and private open spaces, the design must demonstrate that solar access has been considered and that the design provides the best achievable solar access.



KEY

- Mosman masterplan boundary
- Heritage items
- School
- Open space
- No additional overshadowing
- 4h of solar access to 50% of the total area between 9:00AM and 3:00PM on the winter solstice

Solar access recommendations

1:14000@A3

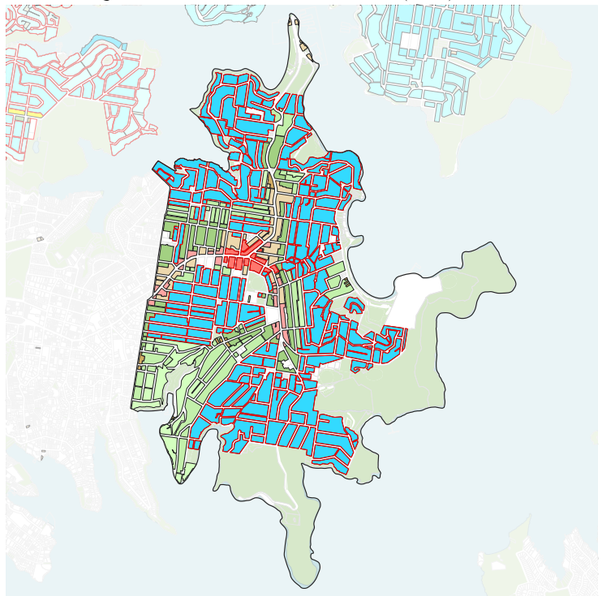
SJB

Recommended uplift (additional FSR)

The additional planning capacity is generated through the proposed increase in FSR, referred to as “uplift.”

This uplift is applied across the identified areas of change to deliver the intended development outcomes and includes FSR assigned to key sites that are required to deliver public benefits as these are calibrated to ensure redevelopment feasibility. Hence this FSR is likely to be taken up should development occur.

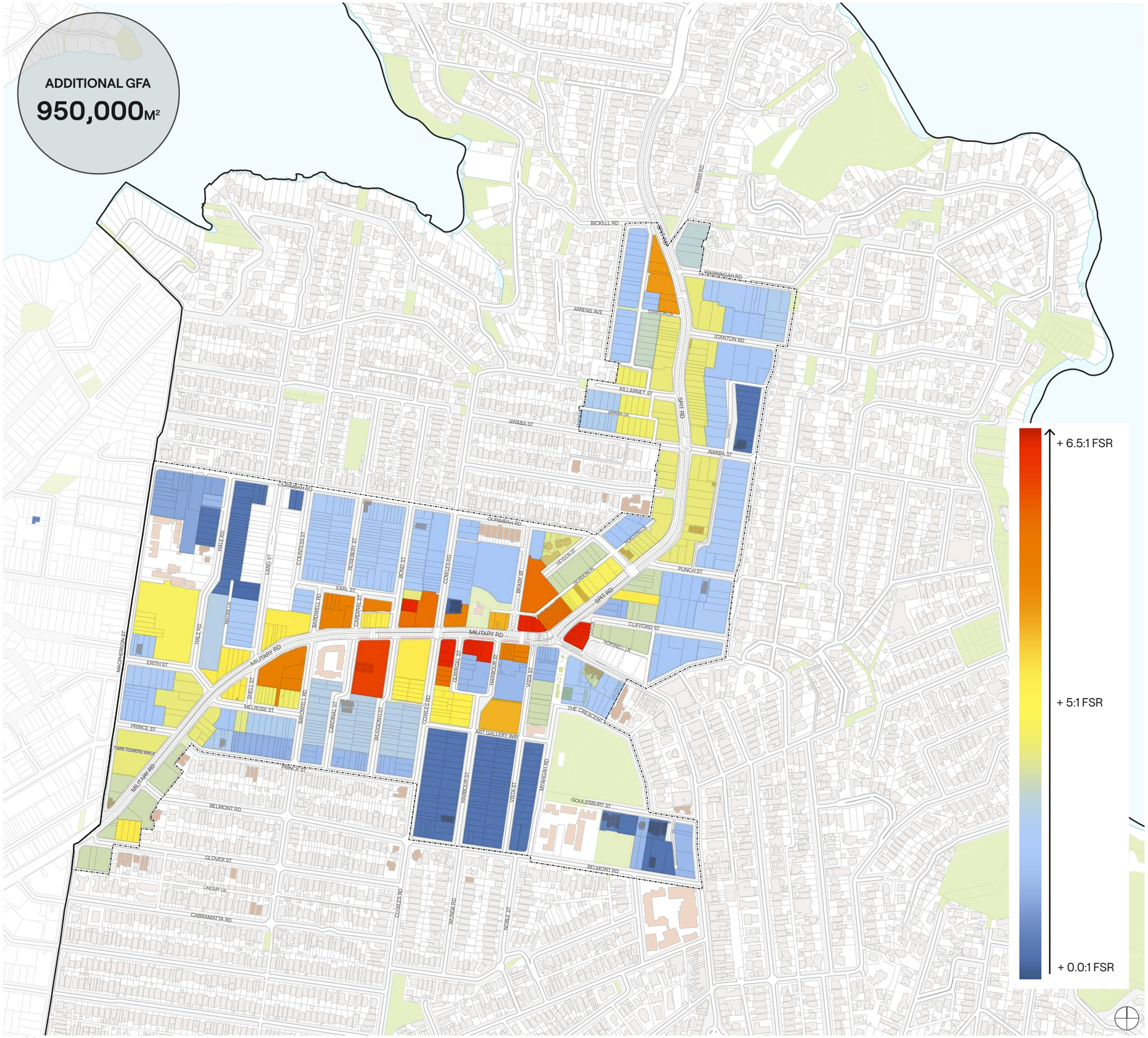
The cumulative uplift across the precinct is required to achieve a total housing capacity equivalent to the LMR, which is defined as 950,000 square metres of Gross Floor Area (GFA).



Mosman LEP - Floor Space Ration (FSR) map

KEY MLEP

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



Additional planning capacity map

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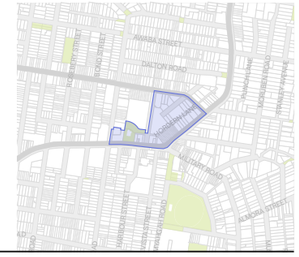
Mosman Village North

Structure plan



Mosman Village North is envisioned to evolve into a highly activated retail precinct, anchored by major shopping destinations, full-line supermarkets, and a vibrant food and beverage offering.

The masterplan adopts a 'one street back' strategy, concentrating activity within laneways rather than along Military Road. This approach is implemented through the transformation of Horden Place into a pedestrian-only zone, the restriction of through-traffic along Brady Street (with bus access maintained), and the creation of a new active open space on the Bridgepoint site. This space will integrate retail, dining, and community uses, including shops, restaurants, cafés, a playground, and landscaped public realm.

Heights vary from 22 to 10 storey with landmark towers marking Spit Juction and creating a primaraly high density mixed use character.

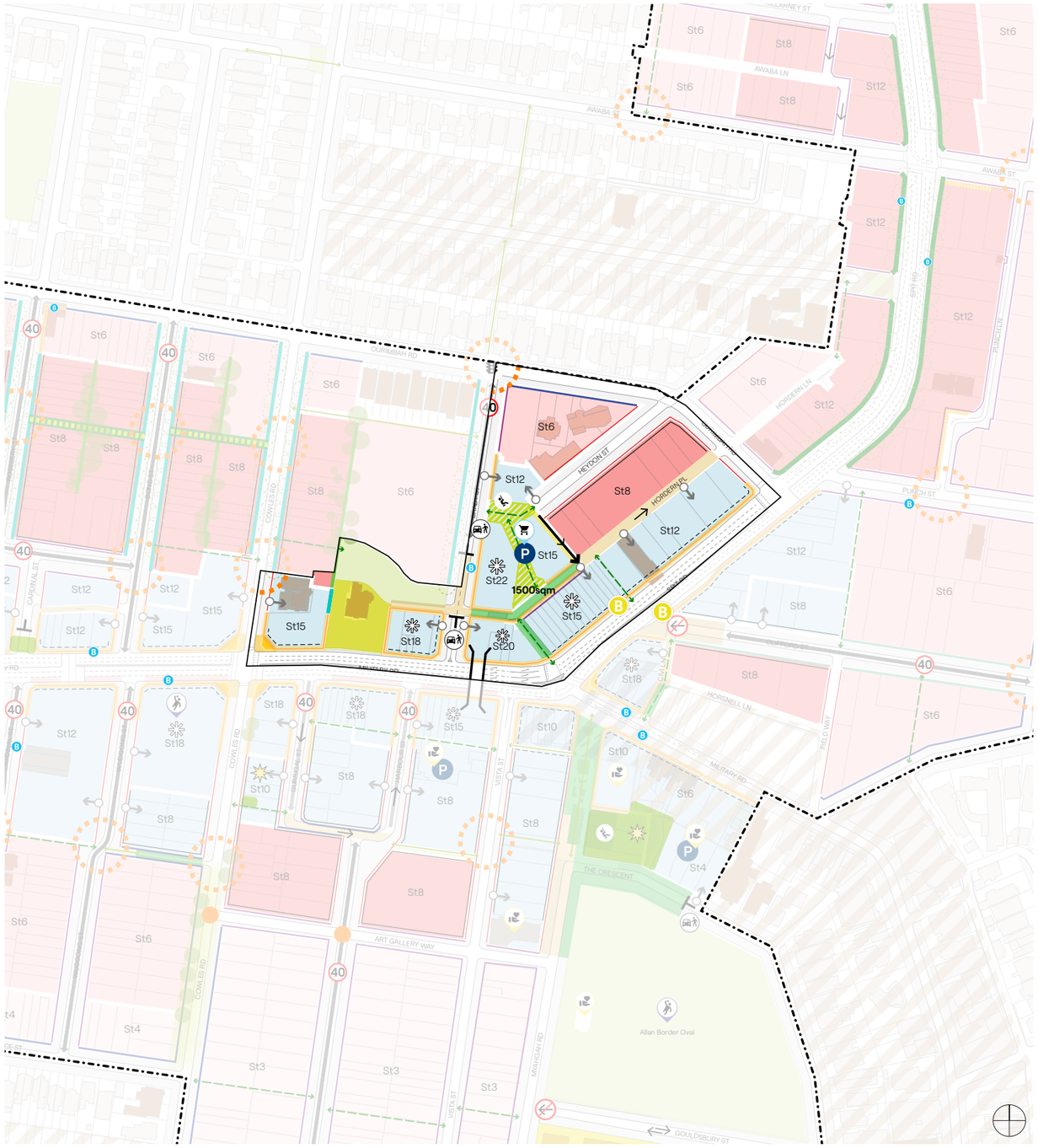
Collectively, these interventions aim to establish Mosman Village North as a highly permeable, active, retail destination, one that is welcoming, safe, and adaptable for the future community.



4A Reserve Road, St Leonards (Arcadia)



Spicey Alley, Chippendale (ASPECT)



Mosman Village North structure plan

1:4000@A3

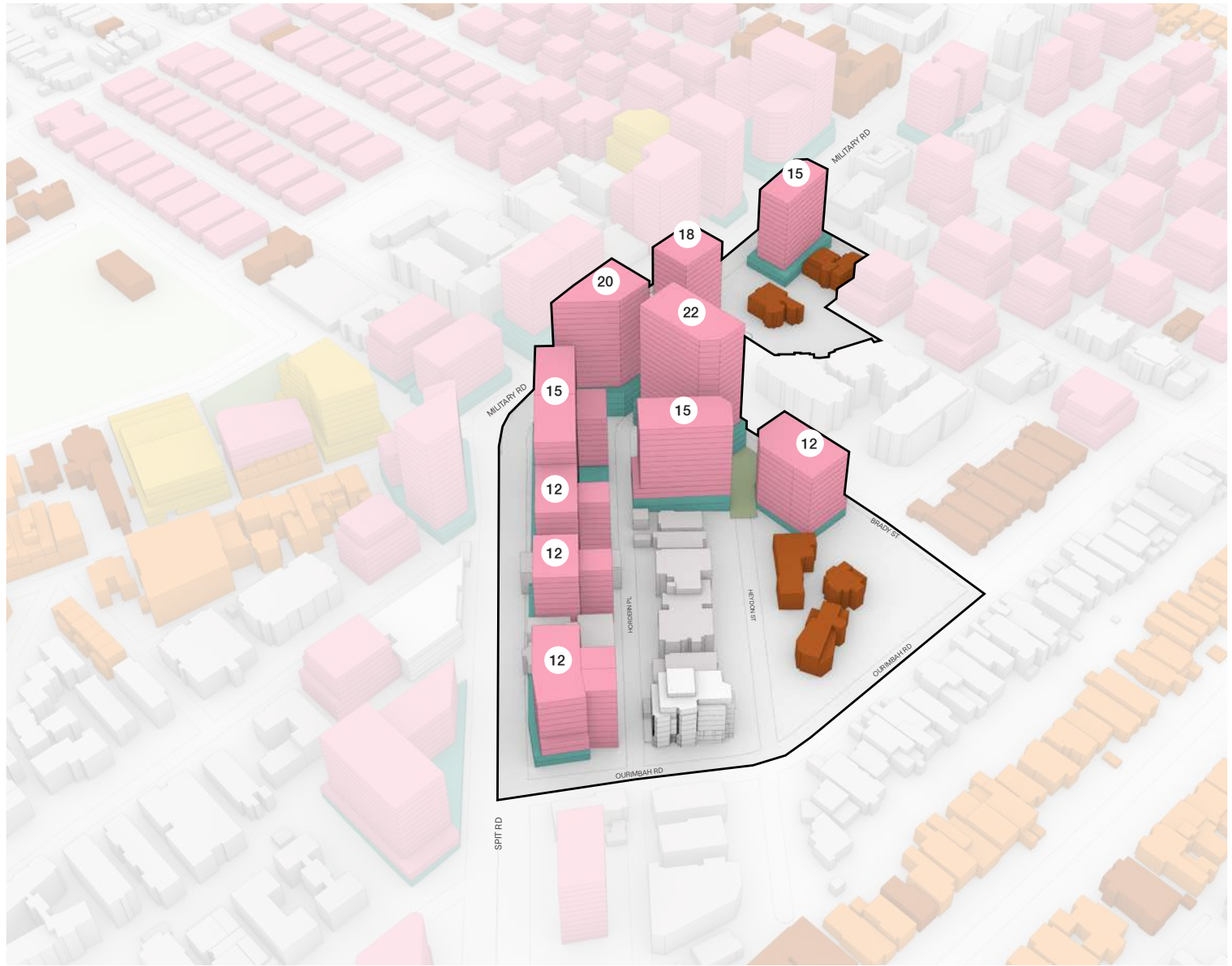
KEY

- Boundary
- Open space
- Heritage items
- School
- B-line
- Bus stop
- Bus lane
- Privately owned publicly accessible open space
- School grounds open space
- Retained street vegetation
- Retained mature tree canopy
- Proposed street canopy
- Proposed public open space
- Pedestrian only zones
- Shared zones
- Active frontage - 0m
- Front setback - 1.5m
- Front setback - 3m
- Front setback - 4m
- Front setback - 4.5m
- Front setback - 5m
- Rear setback - 9m
- Streetwall height - 2 storey
- Streetwall height - 6 storey
- Key site
- Proposed crossing
- Existing through site link
- Proposed through site link
- Green pedestrian link
- Land dedication
- Proposed road
- 40km/h speed limit
- Proposed signalised intersection
- Existing public parking
- Pick-up drop-off area
- Proposed basement access
- Calm streets
- Closed off roads
- Traffic direction
- Pedestrian bridge
- Peel Off Corners
- Low-density residential
- Medium-density residential
- High-density residential
- Local centre
- Infrastructure
- Retail anchor
- New playground

Reference scheme massing



Village North Southwest View



Village North Northeast View

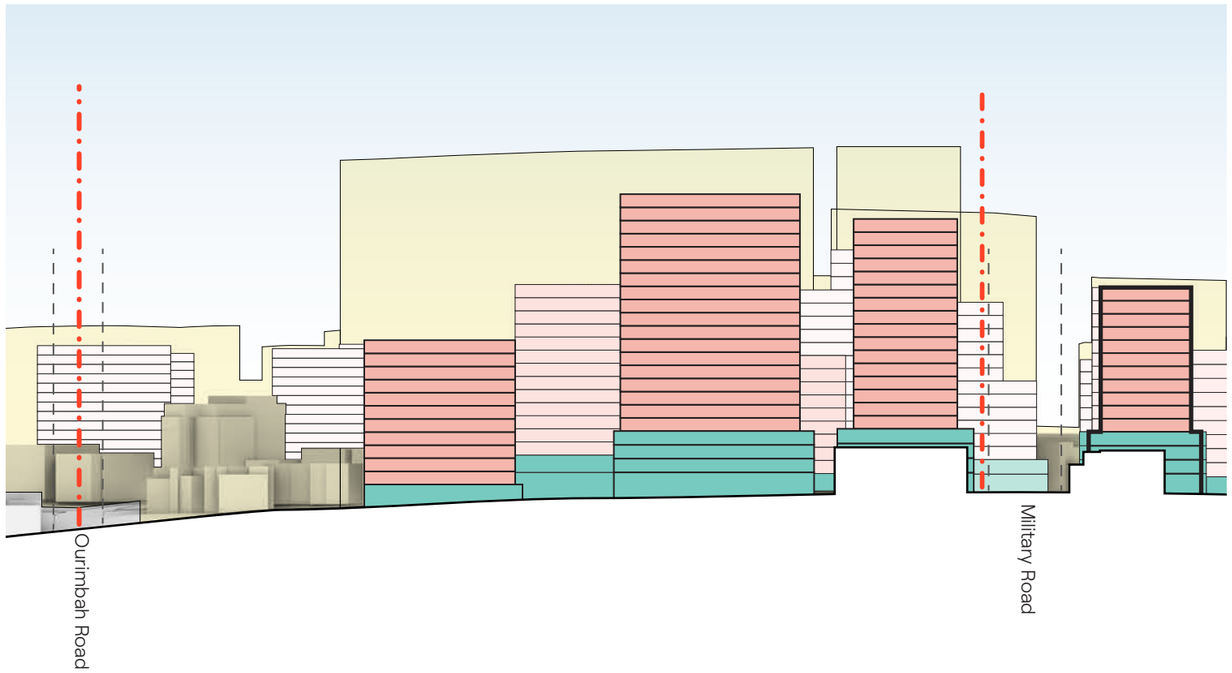
KEY

- Character area
- Residential
- Retail / Commercial
- Heritage item
- Conservation area
- Open space

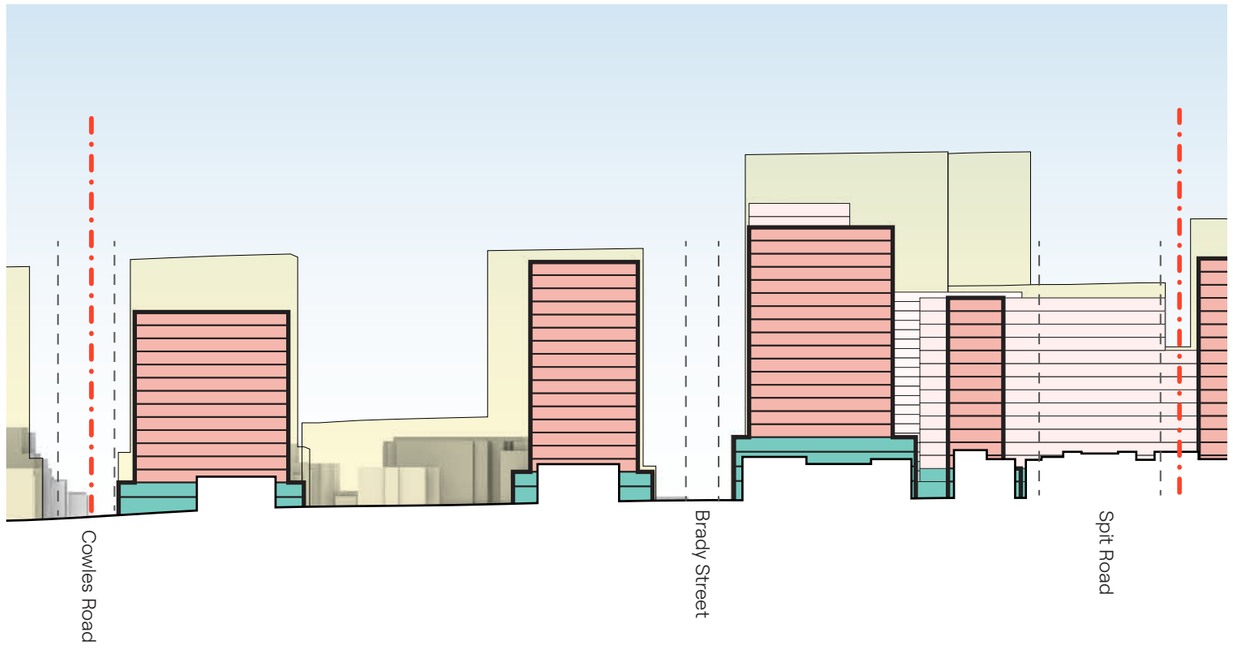
Note:

The reference scheme is illustrative only and provides a diagrammatic representation of potential building envelopes achievable under the proposed planning and built form controls.
The scheme includes development only on sites considered to be deliverable within the master plan timeframe. Existing buildings on constrained sites have been retained, as their redevelopment is not considered feasible within this period.
Assumptions have been made regarding potential site amalgamation patterns, noting that these are subject to uncertainty and may vary depending on landowner participation and market conditions.
The reference scheme should therefore be understood as one of several possible future development scenarios. The indicative building massing shown is, however, fully compliant with the proposed planning framework.

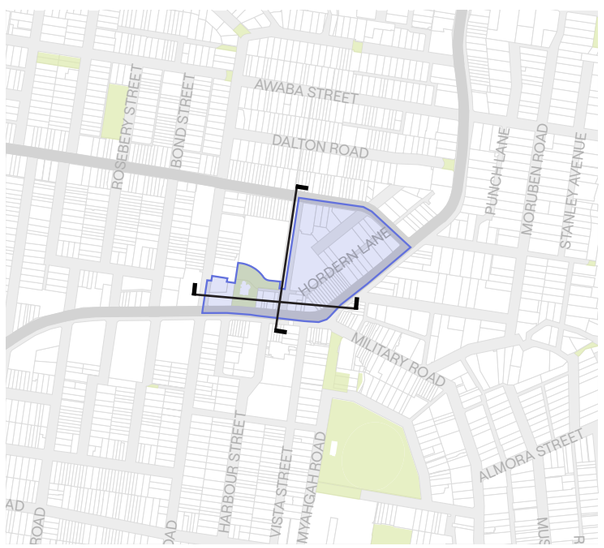
Cross section



Mosman Village North North-South Section 1:1500@A3



Mosman Village North East-West Section 1:1500@A3



Key Plan

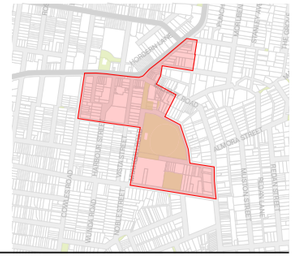
KEY

- Character area boudary
- Residential
- Retail / Commercial
- Envelope



Artist’s impression of the Bridgepoint publicly accessible open space

Mosman Village South

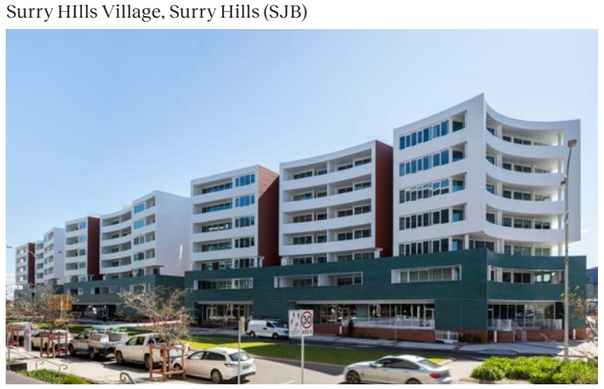


Mosman Village South- Structure plan

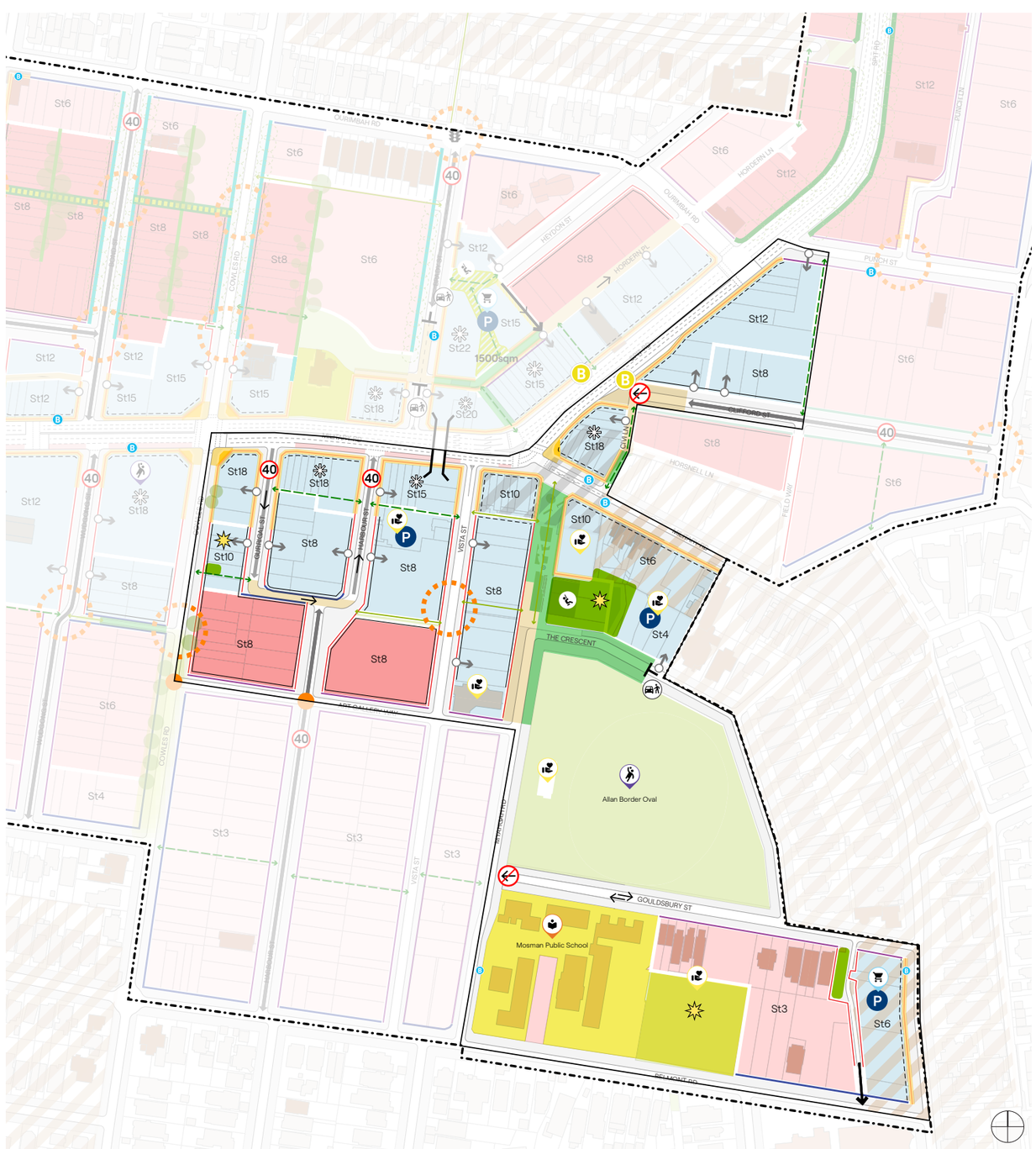
Mosman Village South is envisaged as the primary civic and public focal area within Mosman. This character is supported by a concentration of existing civic assets, including the Mosman Art Gallery, Mosman Council building, and Mosman Library, all located around Allan Border Oval, which serves as the green heart of the local sporting community and main recreational space. The civic character of this precinct will be strengthened through the delivery of a new library, an expanded and enhanced village green, and associated public parking. Building heights within and surrounding the civic precinct are generally capped at 10 storeys to maintain a mid-density character. A landmark building of up to 18 storeys is proposed at Spit Junction to provide a visual marker and reinforce the strategic importance of this location. Residential areas to the south of Allan Border Oval will maintain a transition in scale, with two-storey development on the western side, three-storey development along the southern edge, and retention of the established low-scale character area on the eastern side. The civic precinct will accommodate a range of community-focused uses, including library facilities, as well as complementary retail and commercial uses to support local activity and vitality. The council owned depot site is also envisioned for redevelopment up to 10 storey with relocation of SES in a more appropriate location.



Surry HIlls Village, Surry Hills (SJB)



Lume, Newcastle (SJB)



Mosman Village South structure plan

1:4000@A3

KEY

- Boundary
- Open space
- Heritage items
- School
- Bus stop
- Bus lane
- Heritage conservation areas
- De-listed heritage conservation areas
- Privately owned publicly accessible open space
- School grounds open space
- Retained street vegetation
- Retained mature tree canopy
- Proposed street canopy
- Proposed public open space
- Pedestrian only zones
- Shared zones
- Active frontage - 0m
- Front setback - 1.5m
- Front setback - 3m
- Front setback - 4m
- Front setback - 4.5m
- Front setback - 5m
- Front setback - 8m
- Rear setback - 9m
- Streetwall height - 2 storey
- Streetwall height - 6 storey
- Key site
- Proposed crossing
- Proposed roundabout
- Existing through site link
- Proposed through site link
- Green pedestrian link
- Land dedication
- Proposed road
- 40km/h speed limit
- Proposed signalised intersection
- Existing public parking
- Proposed basement access
- Calm streets
- Closed off roads
- Traffic direction
- Pedestrian bridge
- Peel Off Corners
- Low-density residential
- Medium-density residential
- High-density residential
- Local centre
- Infrastructure
- Retail anchor
- Community anchor
- Sporting anchor
- Educational anchor
- Council assets

Reference scheme massing



Village South Northwest View



Village South North View

KEY

- Character area
- Residential
- Retail / Commercial
- Council owned sites
- Heritage item
- Conservation area

Note:

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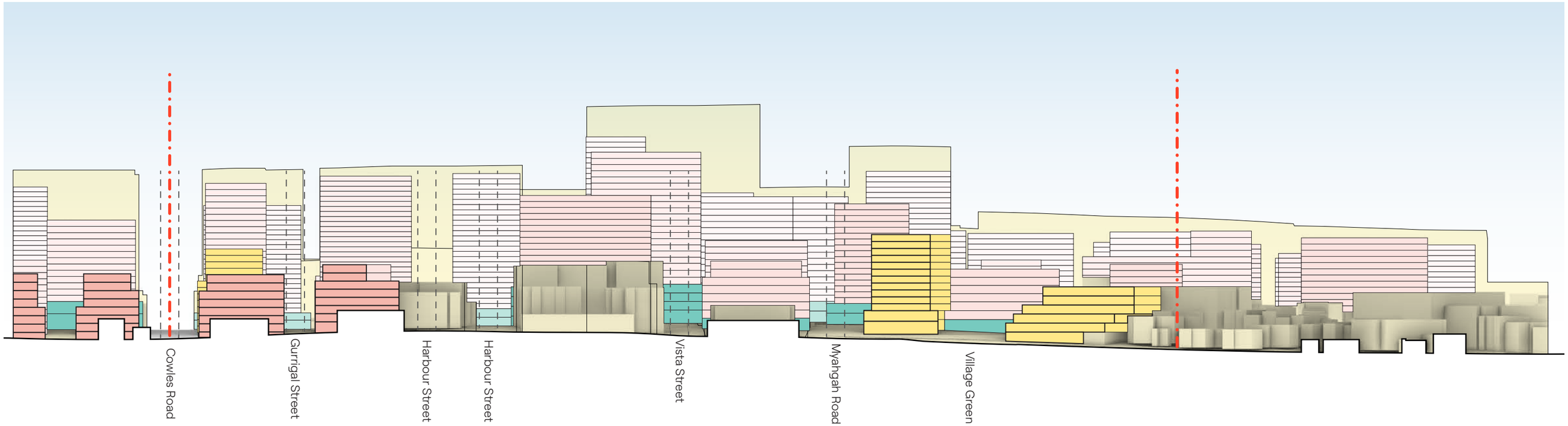
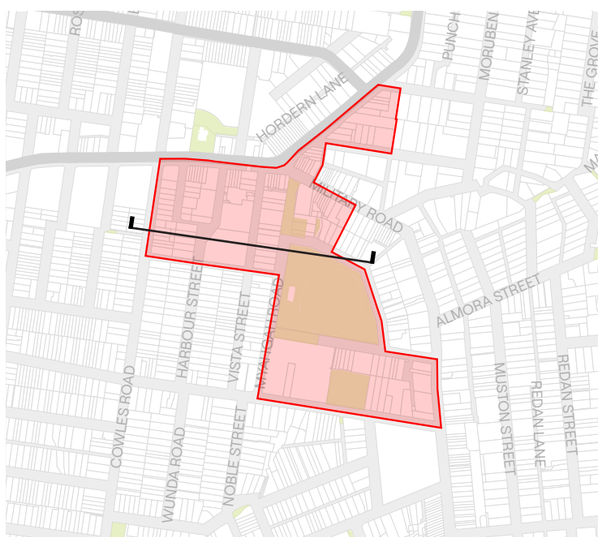
Cross section



Mosman Village South East-West Section

1:1500 @ A3



Key Plan

KEY

- Character area boudary
- Residential
- Retail / Commercial
- Council owned sites
- Envelope



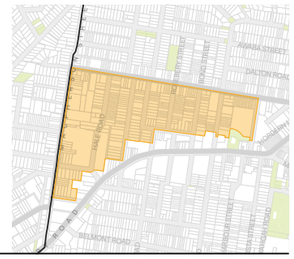
Artist's impression of Military Road and Spit Road junction



Artist's impression of the Village Green looking north

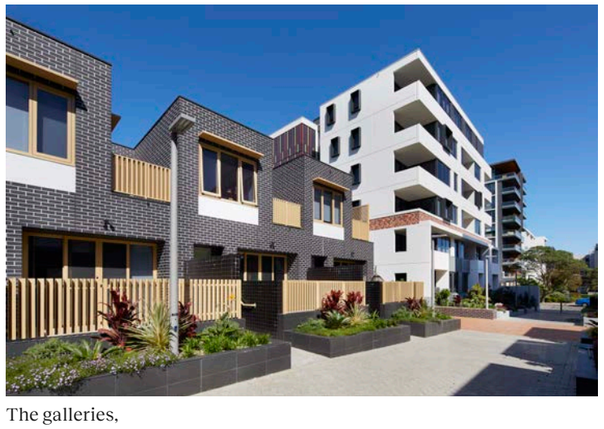
Ourimbah Triangle

Ourimbah Triangle - Structure plan



The Ourimbah Triangle is envisioned as a medium-density residential precinct, with building heights ranging from three to twelve storeys. Land use within the area is predominantly residential. The desired street character will be established through a prescribed 5-metre front setback, of which 2 metres are to be allocated as deep soil zones for tree planting. This approach will support the establishment of a continuous and robust tree canopy, reinforcing a leafy, residential character throughout the precinct. Traffic calming measures are proposed along the north-south local street. These include continuous landscaped verges to accommodate additional street tree planting, cobblestone threshold treatments at through-site link interfaces to prioritise pedestrian crossings, and angled on-street parking to increase parking provision for residents and visitors.

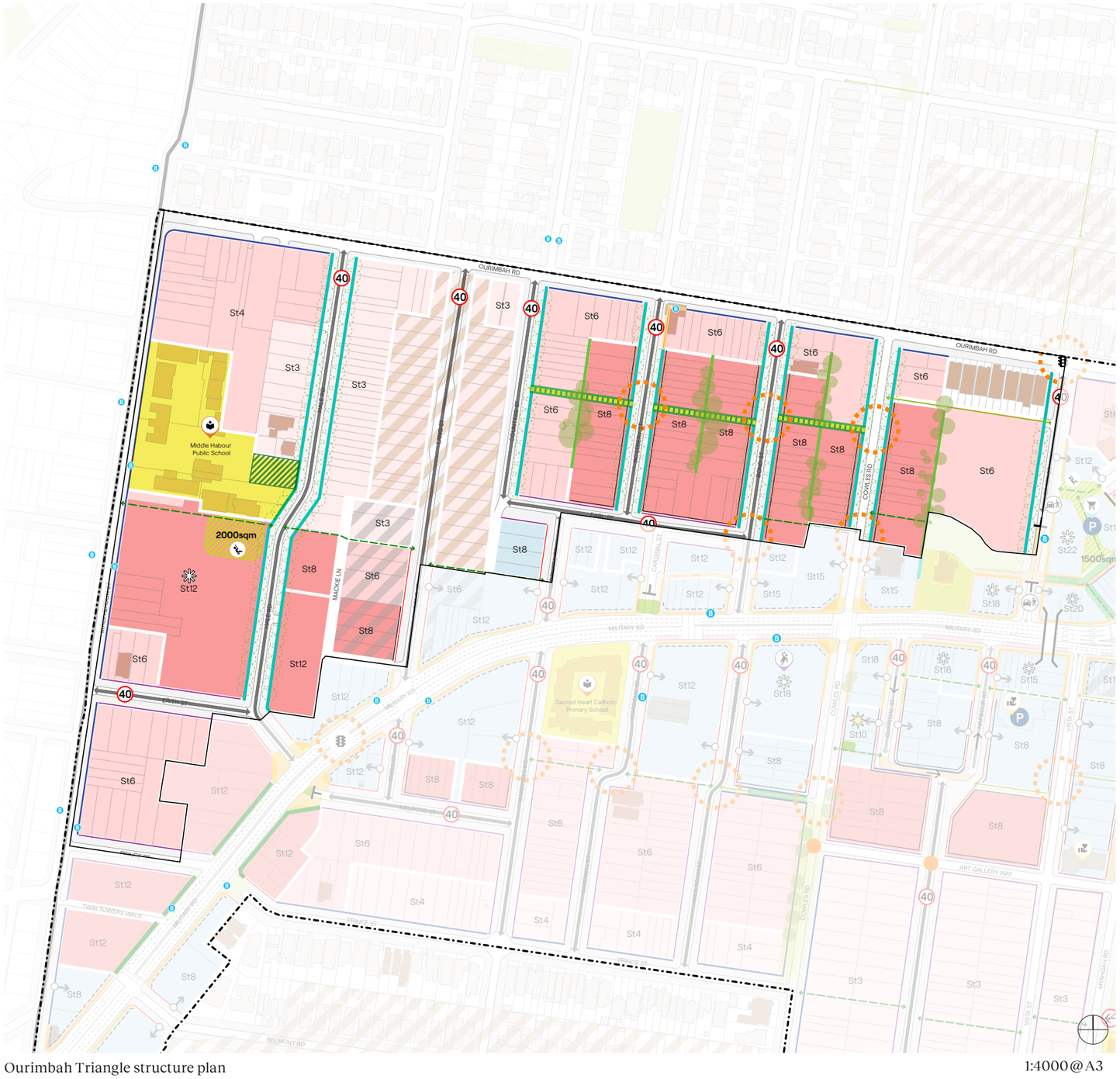
Mid-block through-site links are proposed to break down the length of the blocks and enhance pedestrian permeability. These connections will facilitate improved access to the school to the west, as well as the retail, civic precinct, and village centre to the east. Along Ourimbah Road, building heights are limited to a maximum of six storeys to provide a more gradual transition to established low-scale areas to the north.



The galleries,



Lume, Newcastle (SJB)



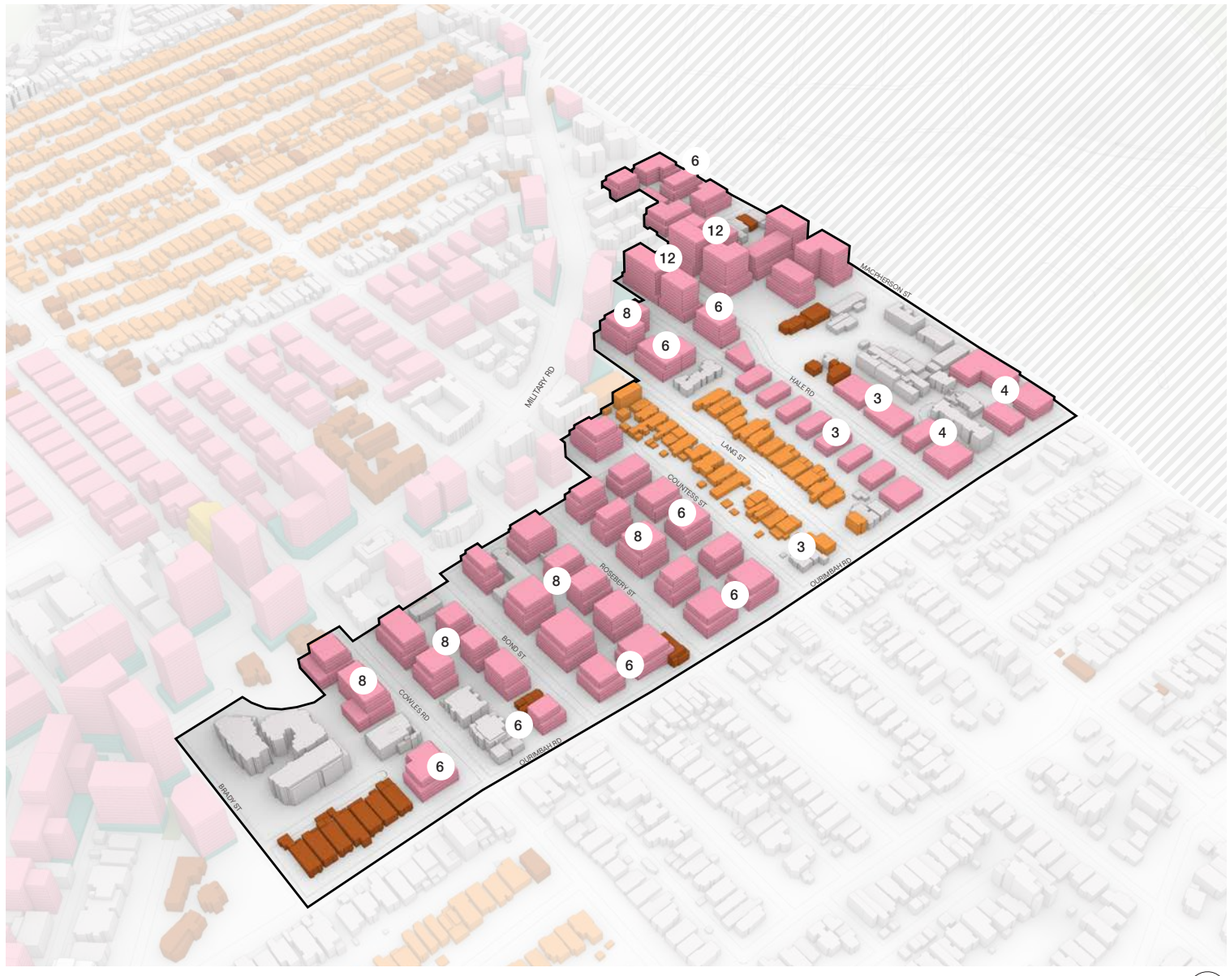
Ourimbah Triangle structure plan

1:4000@A3

KEY

- Boundary
- Open space
- Heritage items
- School
- Bus stop
- HCA
- De-listed HCA
- Privately owned publicly accessible open space
- School grounds open space
- Retained mature tree canopy
- Proposed street canopy
- Front setback - 1.5m
- Front setback - 3m
- Front setback - 4m
- Front setback - 5m
- Rear setback - 9m
- Streetwall height - 2 storey
- Streetwall height - 6 storey
- Proposed crossing
- Existing through site link
- Proposed through site link
- Green pedestrian link
- 40km/h speed limit
- Proposed signalised intersection
- Proposed basement access
- Calm streets
- Low-density residential
- Medium-density residential
- High-density residential
- Infrastructure
- Playground
- Educational anchor
- Council assets

Reference scheme massing



Ourimbah Triangle Northeast View



Ourimbah Triangle Southwest View

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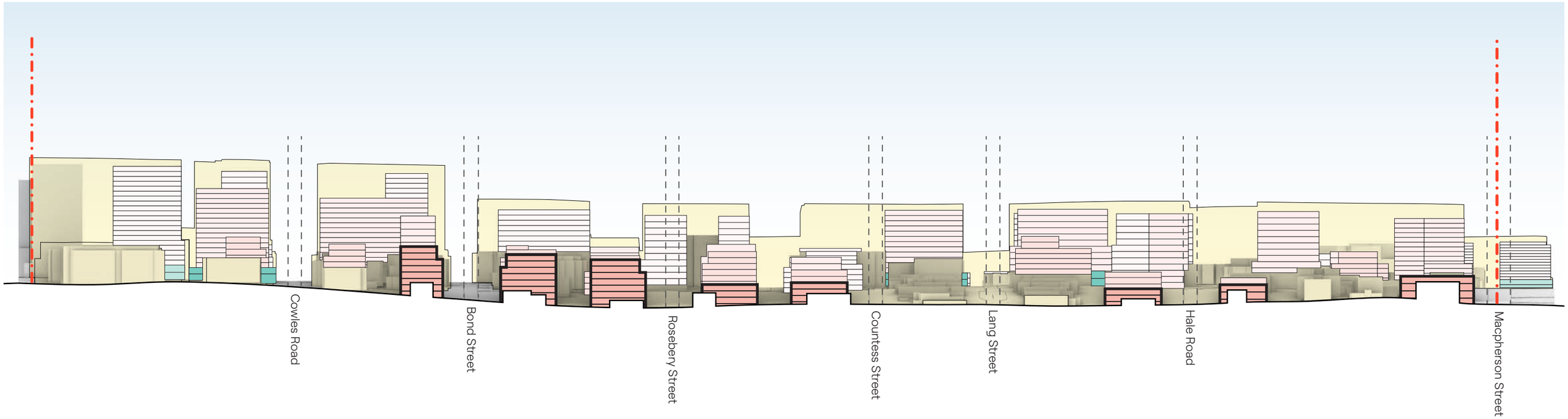
KEY

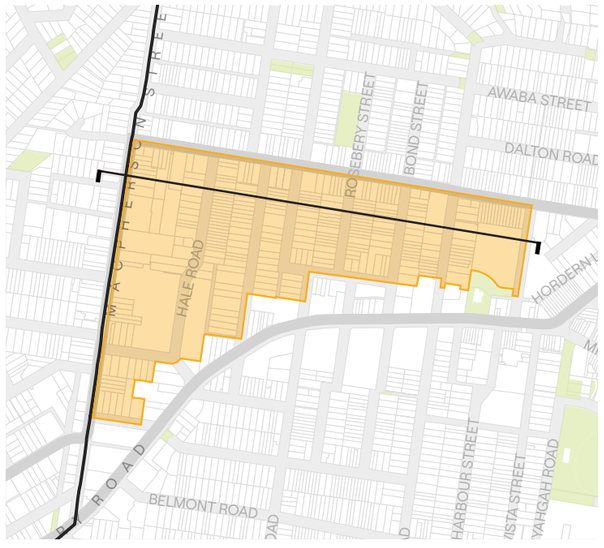
- Character area
- Residential
- Retail / Commercial
- Heritage item
- Conservation area

Cross section



Ourimbah Triangle East-West Section

1:2000@A3



Key Plan

KEY

- Character area boudary
- Residential
- Retail / Commercial
- Envelope



Artist's impression of Bond St looking north

Military Road Corridor

Military Road Corridor - Structure plan



The Military Road corridor is primarily recognised as a major arterial route and key vehicular thoroughfare. The urban design response acknowledges this condition and incorporates mitigation measures to address potential conflicts between land uses and high traffic volumes. The corridor is predominantly characterised by mixed-use development, with retail and/or commercial uses occupying the lower two levels, interfacing directly with Military Road to activate the public domain and providing a range of services and businesses that cater to the local community.

Residential uses are located above the podium levels, from Level 3 and upwards. A minimum 3-metre setback is required at these levels to provide separation from Military Road, improving residential amenity by reducing exposure to traffic impacts.

The predominant building height along the corridor is up to 12 storeys. This is reduced to 8 storeys at the crossing of Military Road from Cremorne to provide a more compatible transition in scale.

Active frontages are required at ground level within the local centre zone to promote street activation and support retail uses.

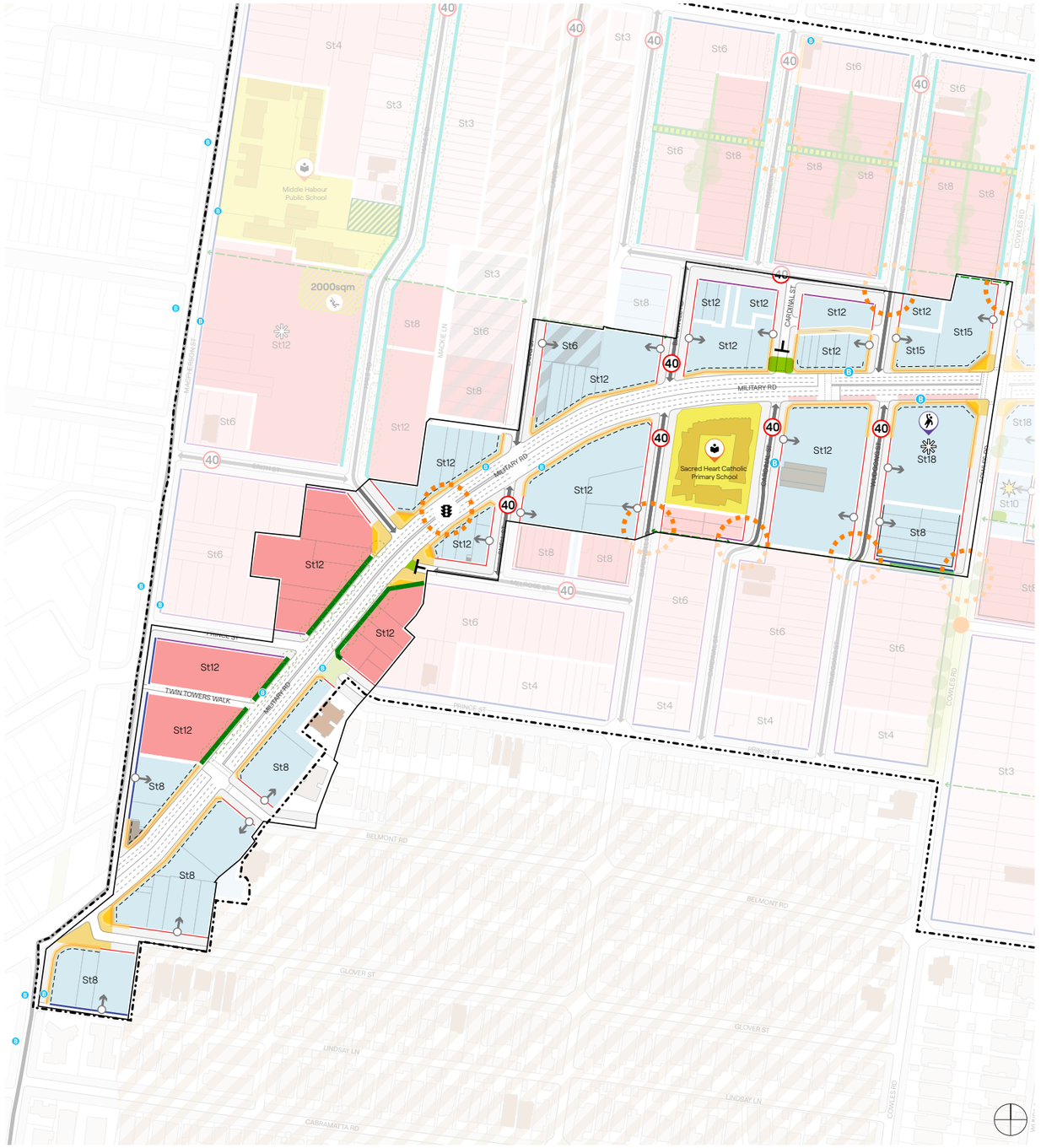
In residential zones, an 8-metre front setback is prescribed, with a minimum of 5 metres allocated as deep soil zones for tree planting, contributing to landscape quality and an improved streetscape character.



Surry Hills Village, Surry Hills (SJB)



Kings Cross Station, King Cross (DBJ)



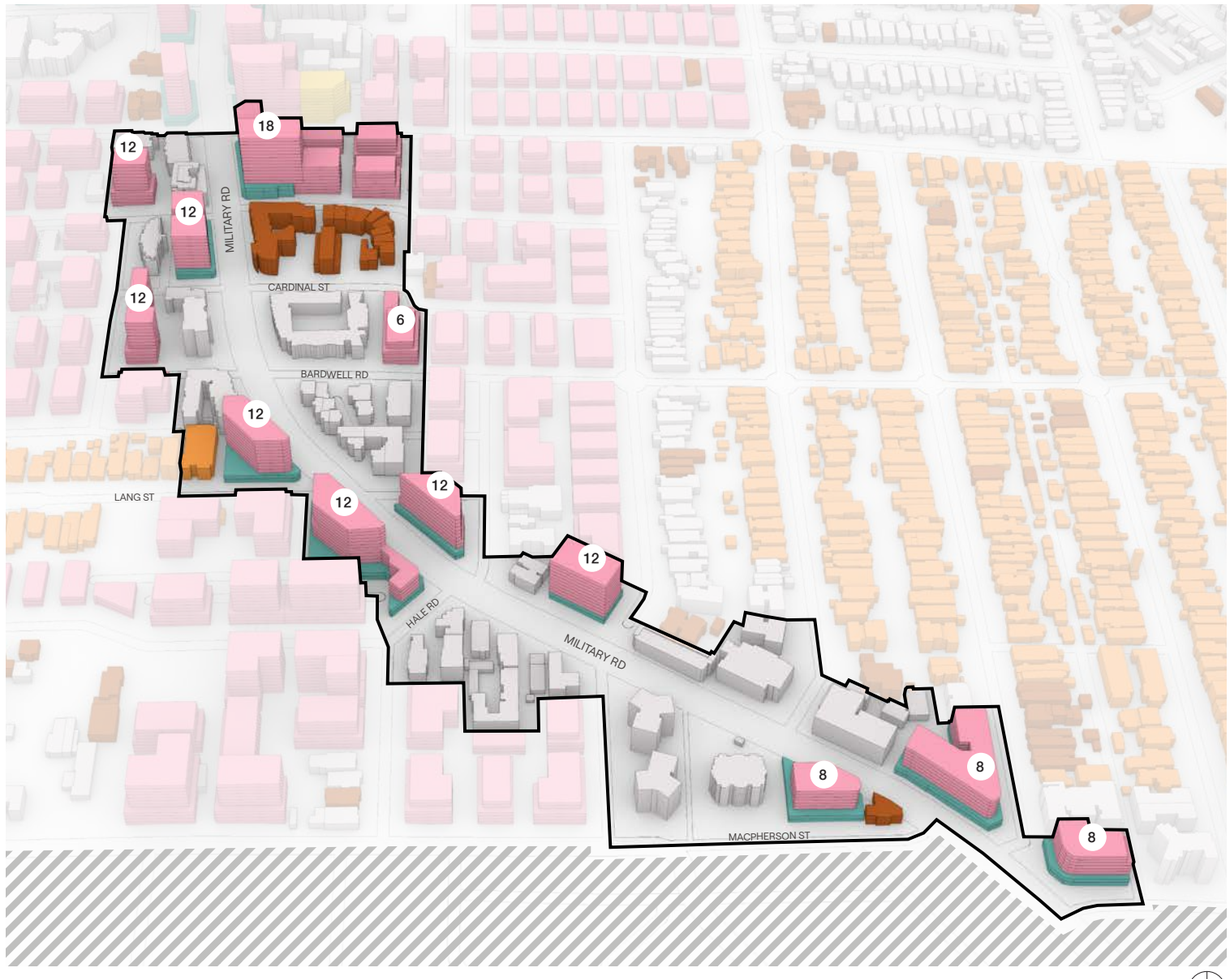
Military Road structure plan

1:4000 @ A3

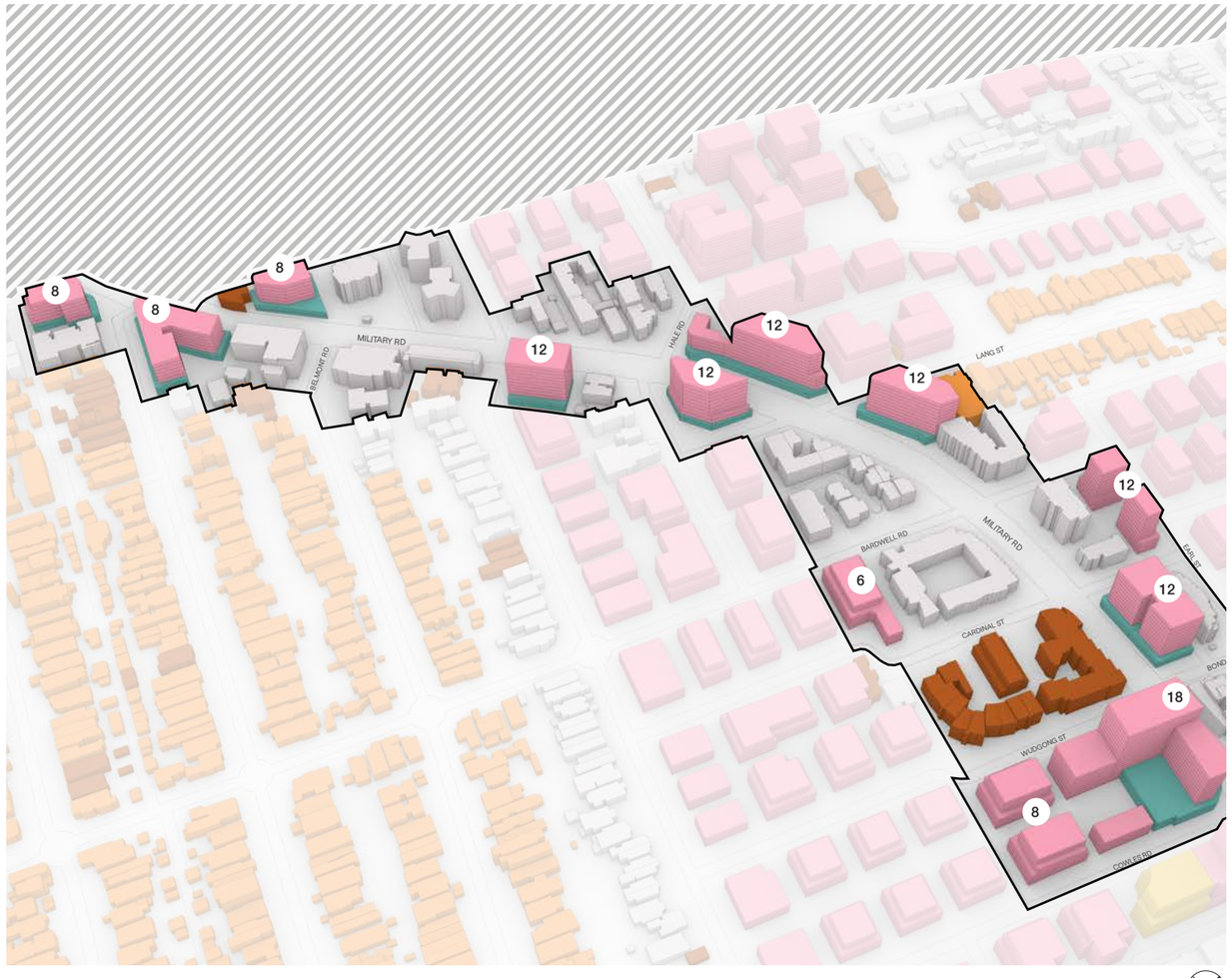
KEY

- Boundary
- Open space
- Heritage items
- School
- Bus stop
- Bus lane
- De-listed heritage conservation areas
- Retained mature tree canopy
- Proposed street canopy
- Proposed public open space
- Pedestrian only zones
- Shared zones
- Active frontage - 0m
- Front setback - 1.5m
- Front setback - 3m
- Front setback - 4m
- Front setback - 4.5m
- Front setback - 5m
- Front setback - 8m
- Streetwall height - 2 storey
- Streetwall height - 6 storey
- Proposed crossing
- Existing through site link
- Proposed through site link
- Green pedestrian link
- 40km/h speed limit
- Proposed signalised intersection
- Proposed road
- Proposed basement access
- Calm streets
- Closed off roads
- Traffic direction
- Peel Off Corners
- Medium-density residential
- High-density residential
- Local centre
- Infrastructure
- Educational anchor
- Council assets

Reference scheme massing



Military Road Northwest View



Military Road Southeast View

Note:

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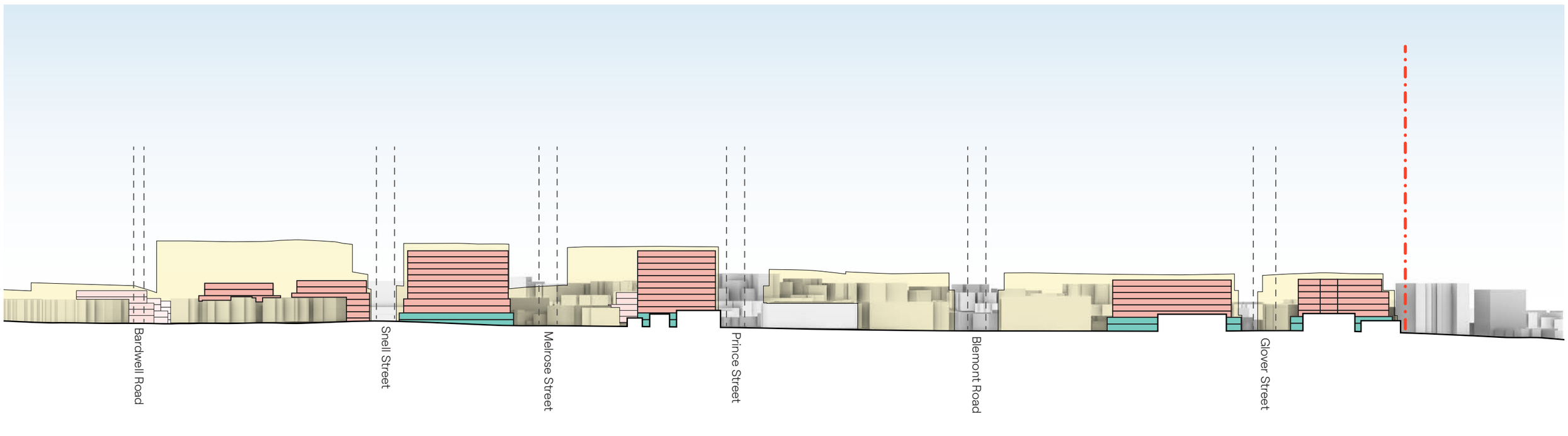
KEY

- Character area
- Residential
- Retail / Commercial
- Heritage item
- Conservation area

Cross section



Military Road Corridor East-West Section

1:2000@A3



Key Plan

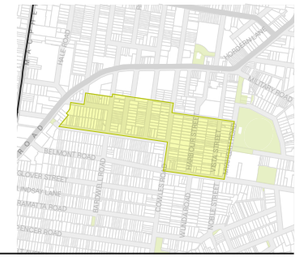
KEY

- Character area boudary
- Residential
- Retail / Commercial
- Envelope



Artist’s impression of Military Road looking east

Prince Street



Prince Street - Structure plan

Prince Street is characterised as a predominantly low- to mid-rise residential precinct, with building heights ranging from two to eight storeys. The variation in height is strategically used to provide a transition from the higher-density development along the Military Road corridor to established areas of no change.

A four-storey interface is maintained along sections adjoining no-change residential areas, while two-storey development is limited to the block west of Allan Border Oval, reflecting the existing low-scale character in this location.

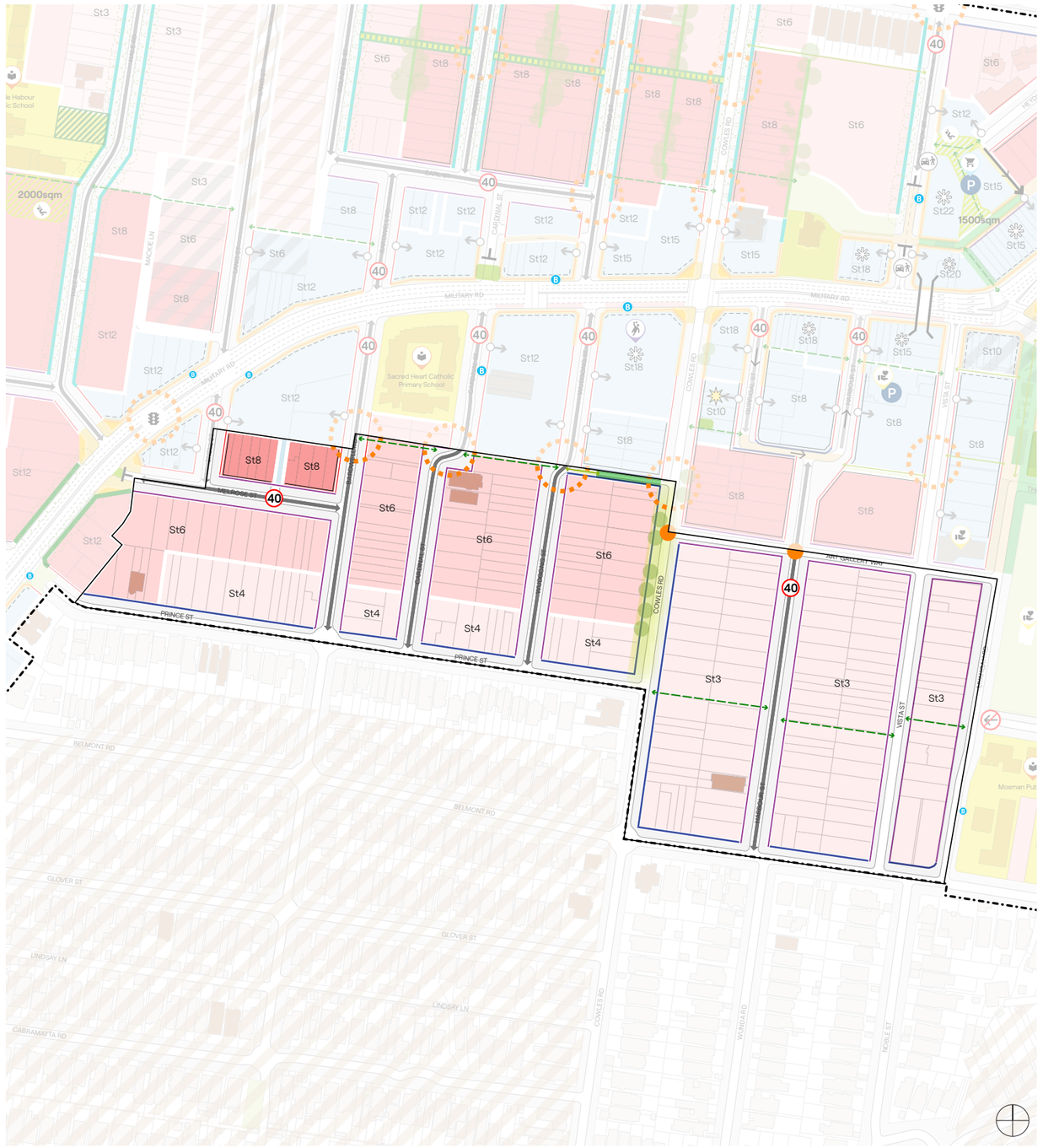
Mid-block through-site links are recommended to break down the length of development blocks and improve pedestrian permeability. These connections will enhance access to the civic precinct and Allan Border Oval, supporting walkability and local connectivity.



Wylde Street, Potts Point (SJB)



Housing in Bondi, Bondi Beach (SJB)



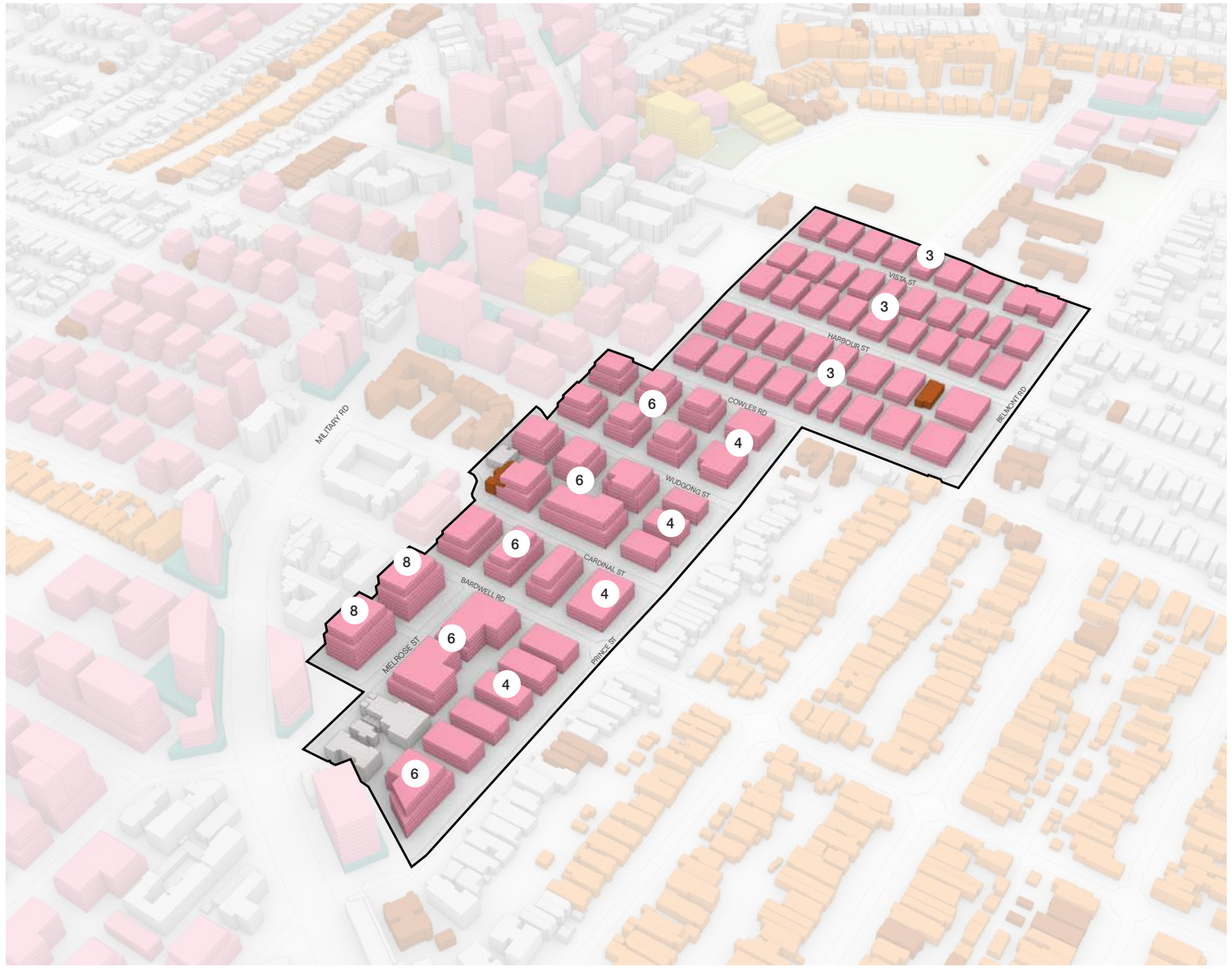
Prince Street structure plan

1:4000 @ A3

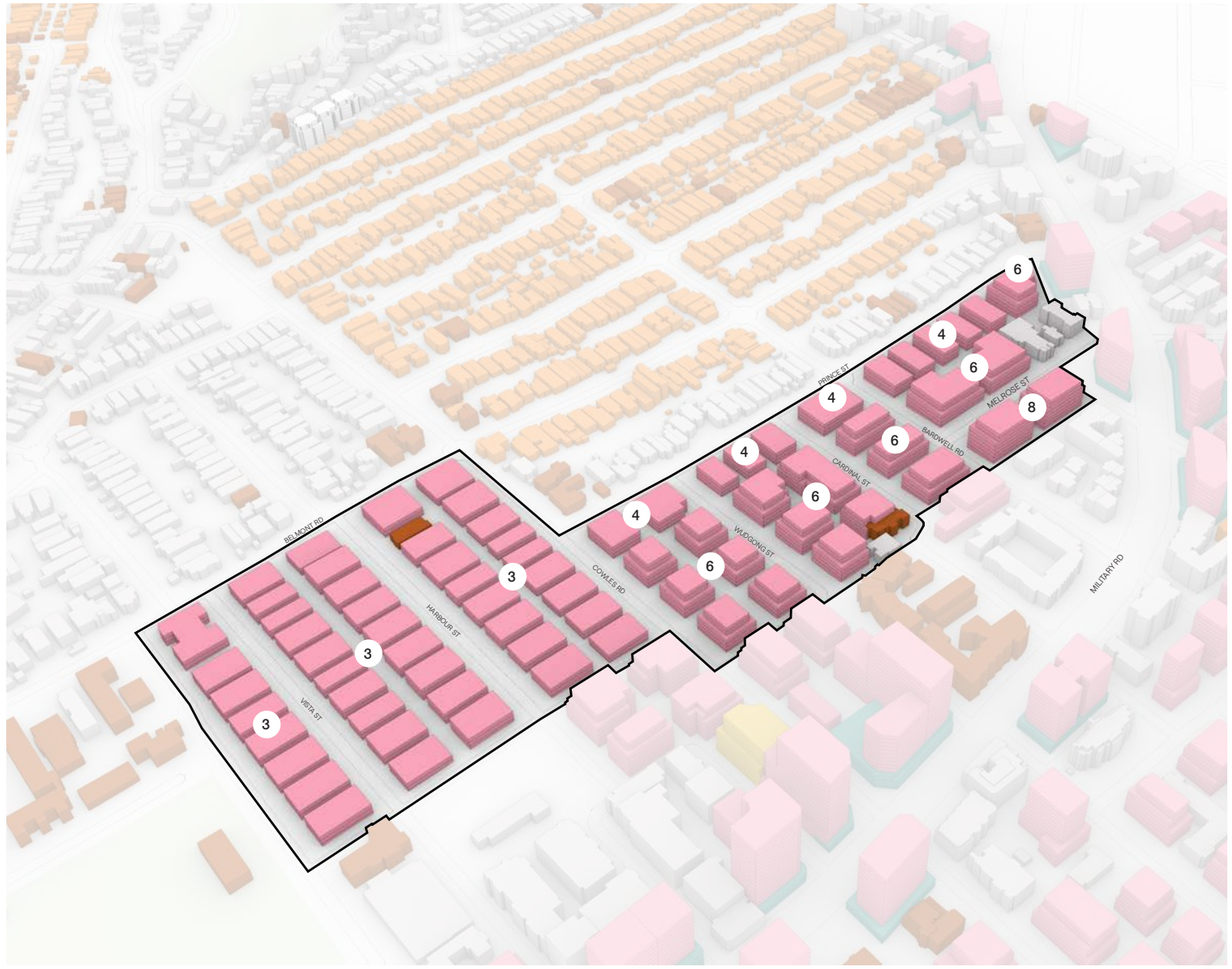
KEY

- Boundary
- Open space
- Heritage items
- School
- Bus stop
- Retained street vegetation
- Retained mature tree canopy
- Proposed public open space
- Pedestrian only zones
- Shared zones
- Front setback - 1.5m
- Front setback - 3m
- Front setback - 4m
- Front setback - 4.5m
- Front setback - 5m
- Front setback - 8m
- Rear setback - 9m
- Streetwall height - 2 storey
- Streetwall height - 6 storey
- Proposed crossing
- Existing through site link
- Proposed through site link
- 40km/h speed limit
- Land dedication
- Proposed road
- Proposed basement access
- Calm streets
- Traffic direction
- Low-density residential
- Medium-density residential
- High-density residential
- Council assets

Reference scheme massing



Prince Street Southwest View



Prince Street Northeast View

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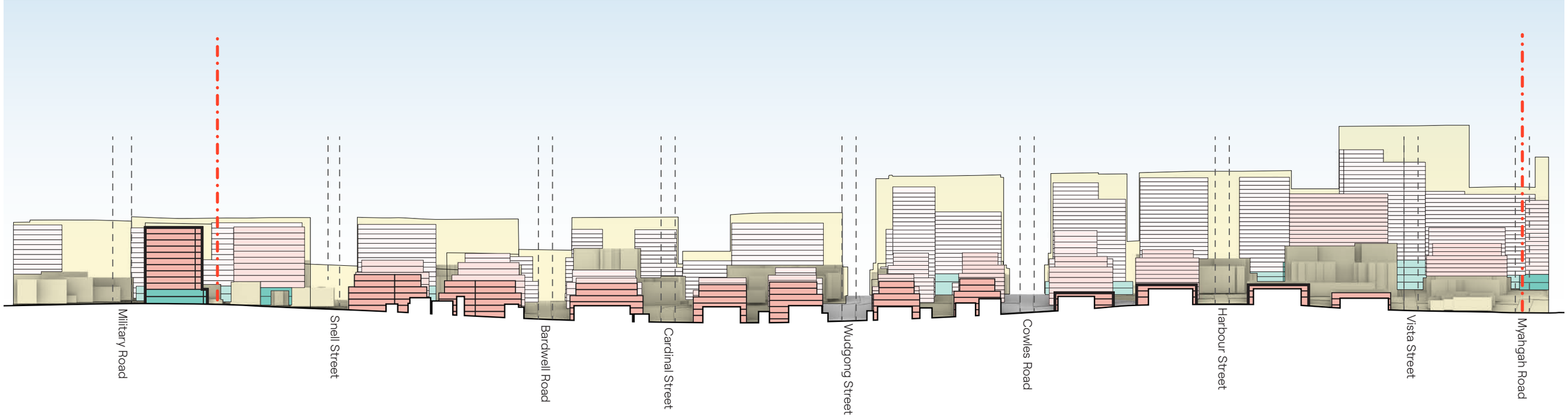
KEY

- Character area
- Residential
- Retail / Commercial
- Heritage item
- Conservation area

Prince Street

Cross section



Prince Street East-West Section

1:2000@A3



Key Plan

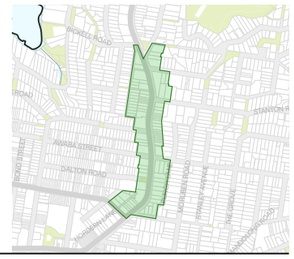
KEY

- Character area boudary
- Residential
- Retail / Commercial
- Envelope

Artist’s impression of Prince Street looking west

Spit Road Corridor

Spit Road Corridor - Structure plan



The Spit Road corridor is characterised by a predominantly high-density residential form, drawing on the established pattern of existing high-density development and seeking to reinforce this character consistently along the length of the corridor. This is achieved through a “tower in the landscape” typology, where residential towers extend to ground level without podiums. This approach maximises landscaped open space and enhances the visual and environmental quality of the precinct. Landscape outcomes are supported through a minimum LGA-wide requirement of 40% landscaped area for all development in residential zones.

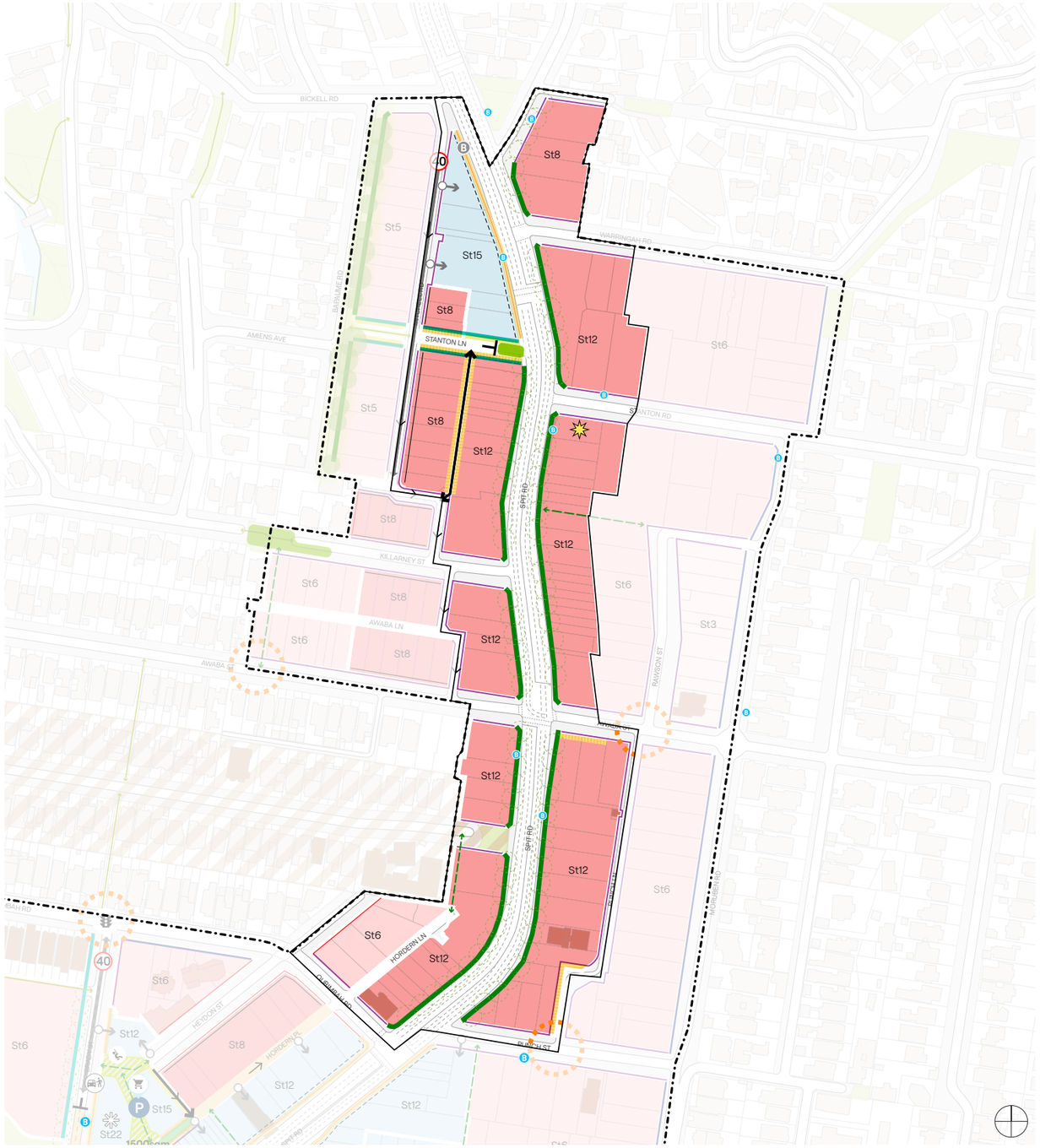
In addition, an 8-metre setback is prescribed along Spit Road, of which a minimum of 5 metres is to be deep soil for tree planting. This will facilitate the establishment of a continuous tree canopy, improving shading, mitigating urban heat, and enhancing pedestrian comfort along the corridor.
The landscaped setback also provides a buffer between residential uses and the traffic environment, improving amenity through noise and visual screening, while supporting privacy for ground-level dwellings. Council owned car park on Stanton Road has the potential to redevelop and contribute to affordable housing.



Paju Unjeong Woomi Lyn Parkhills, (JUNGLIM Architecture)



Hoxton Press, Colville Estate (Karakusevic Carson Architect)



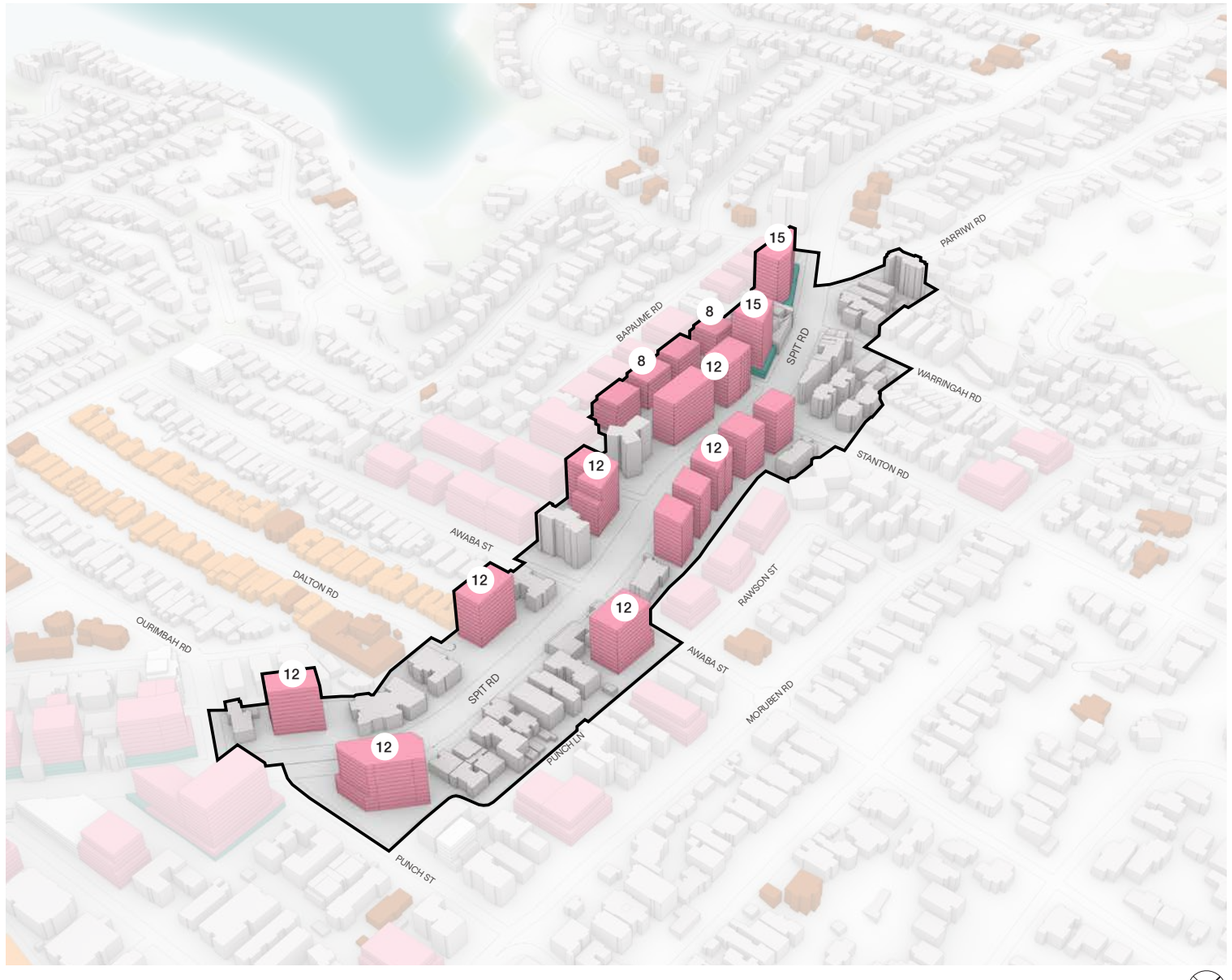
Spit Road structure plan

1:4000@A3

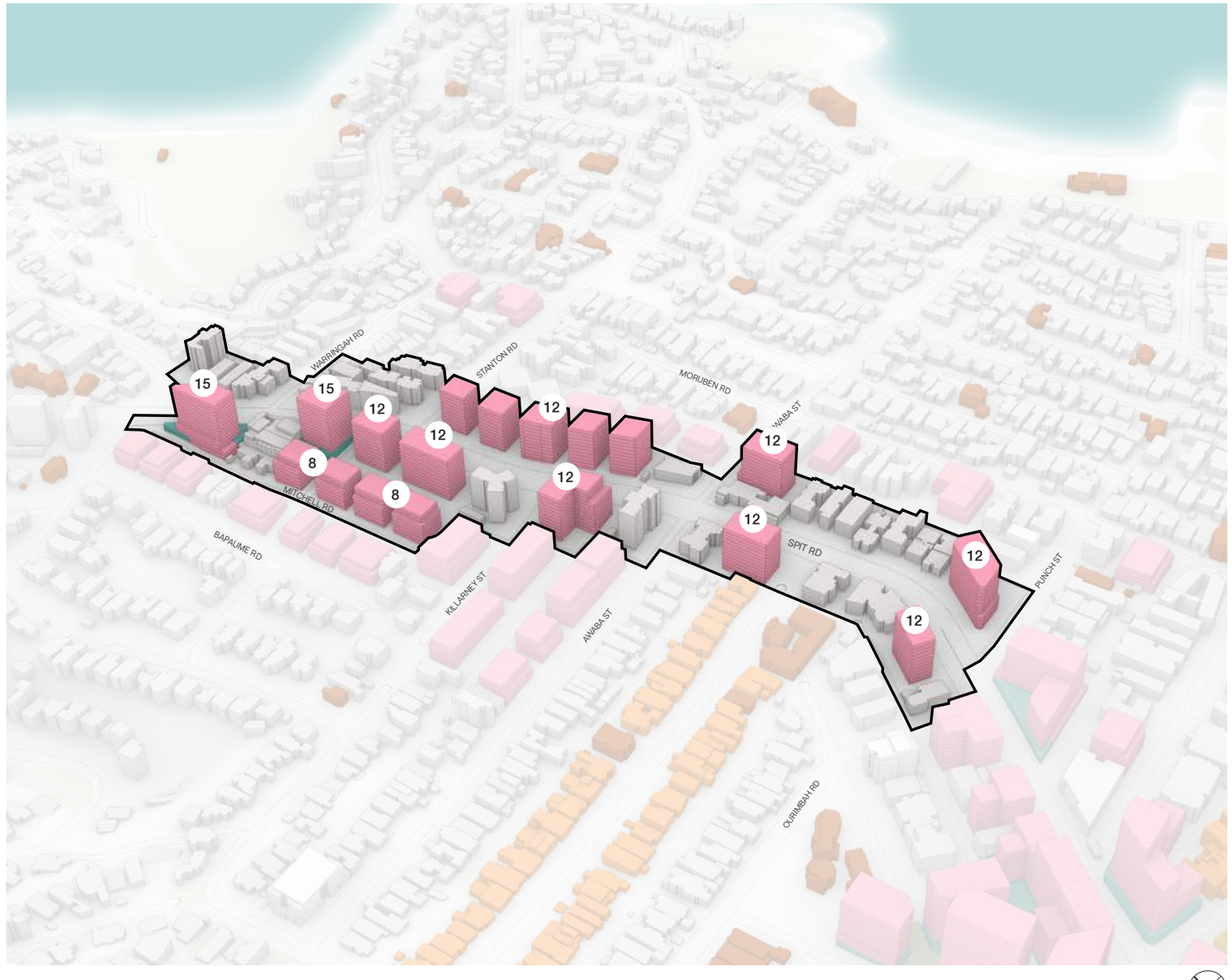
KEY

- Boundary
- Open space
- Heritage items
- School
- Bus stop
- Relocated bus stop
- Retained mature tree canopy
- Proposed street canopy
- Proposed public open space
- Active frontage - 0m
- Front setback - 1.5m
- Front setback - 3m
- Front setback - 4m
- Front setback - 4.5m
- Front setback - 5m
- Front setback - 8m
- Rear setback - 9m
- Streetwall height - 2 storey
- Streetwall height - 6 storey
- Key site
- Proposed crossing
- 40km/h speed limit
- Land dedication
- Proposed road
- Proposed basement access
- Calm streets
- Closed off roads
- Traffic direction
- Low-density residential
- Medium-density residential
- High-density residential
- Local centre
- Infrastructure
- Council assets

Reference scheme massing



Spit Road Southeast View



Spit Road Southwest View

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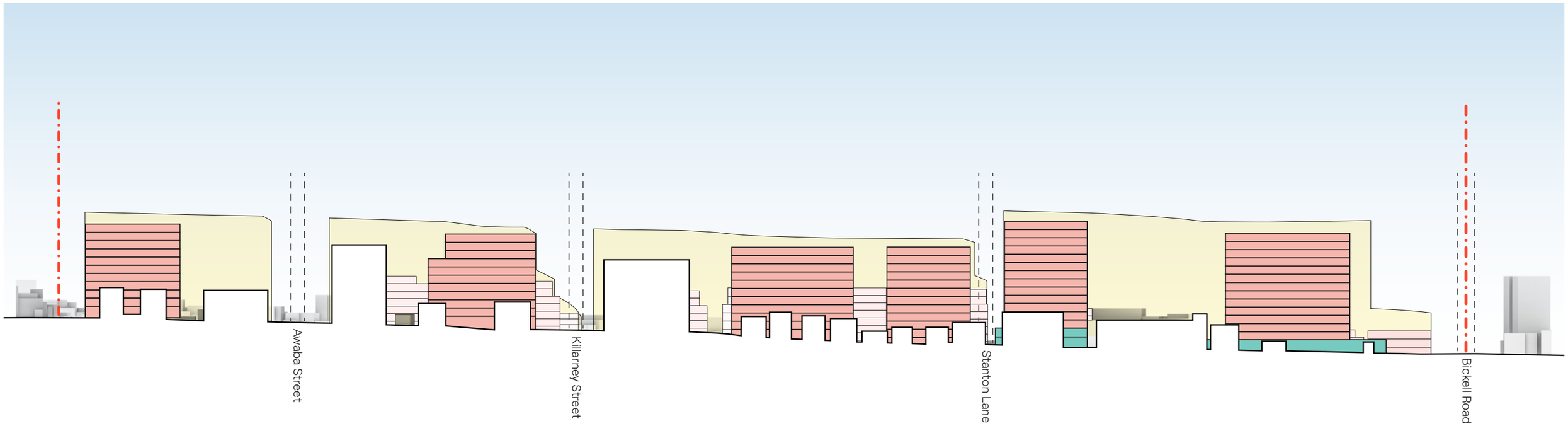
KEY

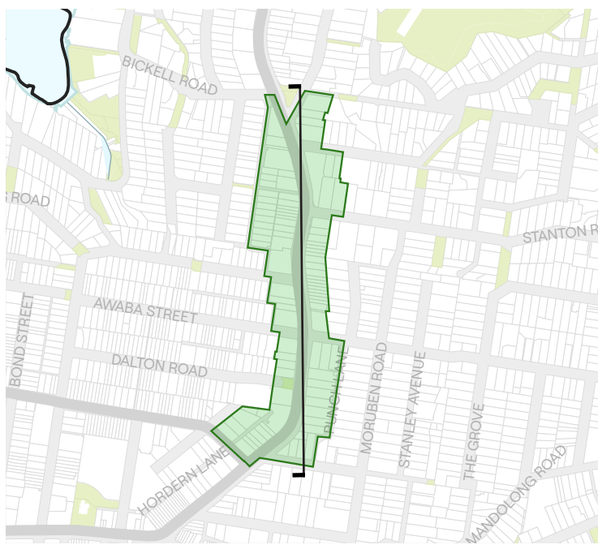
- Character area
- Residential
- Retail / Commercial
- Heritage item
- Conservation area

Cross section



Spit Road Corridor East-West Section

1:2000 @ A3



Key Plan

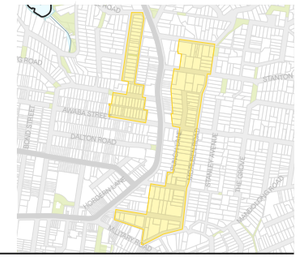
KEY

- Character area boudary
- Residential
- Retail / Commercial
- Envelope



Artist’s impression of Spit Road looking south

Middle Harbour and Balmoral Ridge



Middle Harbour and Balmoral Ridge - Structure plan

The Middle Harbour and Balmoral Ridge areas are characterised by a low- to mid-density residential form, providing a transition from the Spit Road corridor to established areas of no change, particularly in Beauty Point and the Balmoral Slopes.

These precincts are also defined by significant topographical variation. The urban design response emphasises built form that appropriately steps with the natural terrain, minimising visual bulk and supporting equitable view sharing while managing impacts on neighbouring properties.

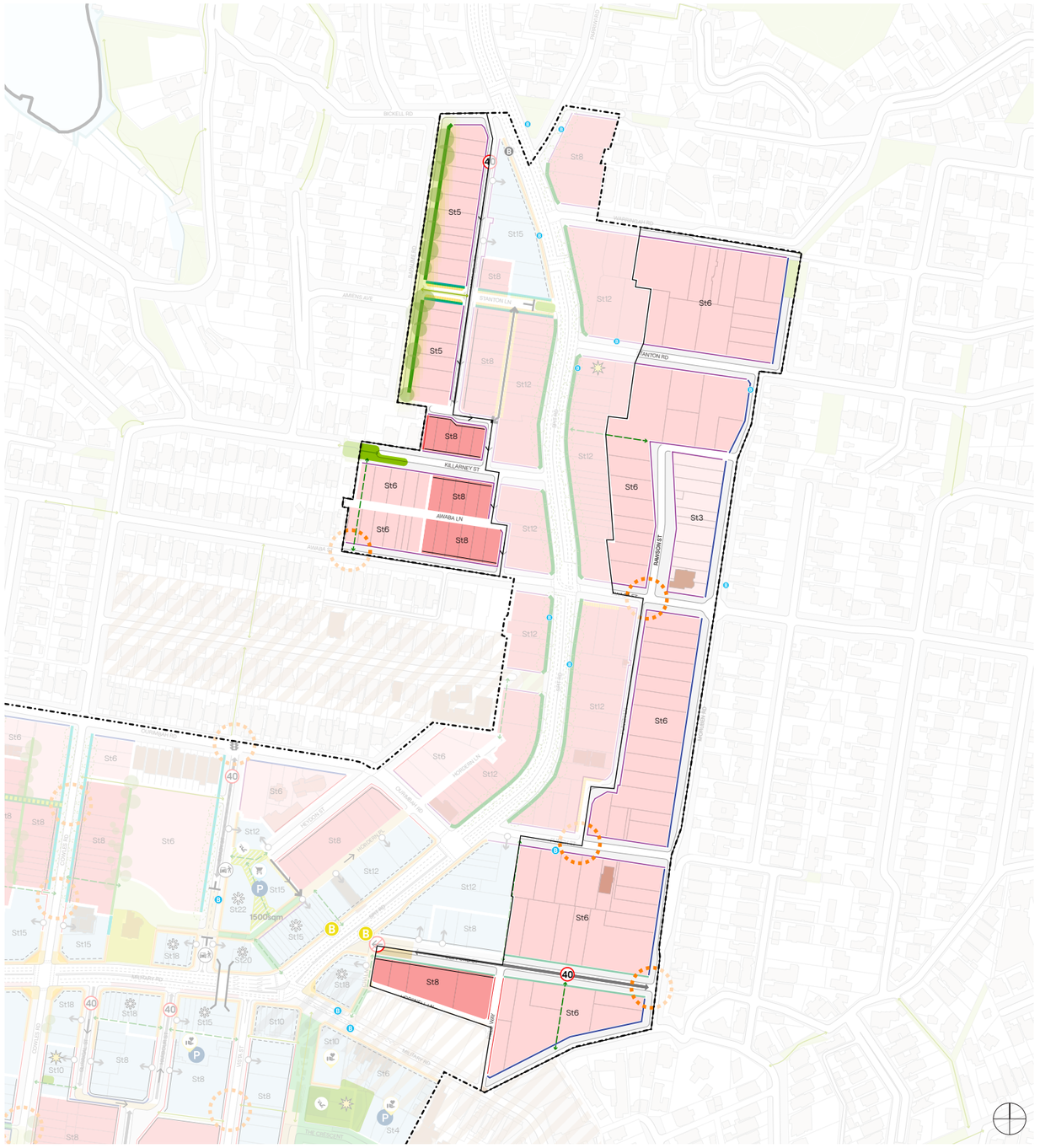
The intended character aligns with the existing built form in parts of the precinct, where residential flat buildings of four or more storeys are already established. This approach reinforces the prevailing character while ensuring a sensitive response to the landscape and surrounding context



Bondi Junction, (SJB)



Wentworth Quarter, Wentworth Point (Bates Smart)



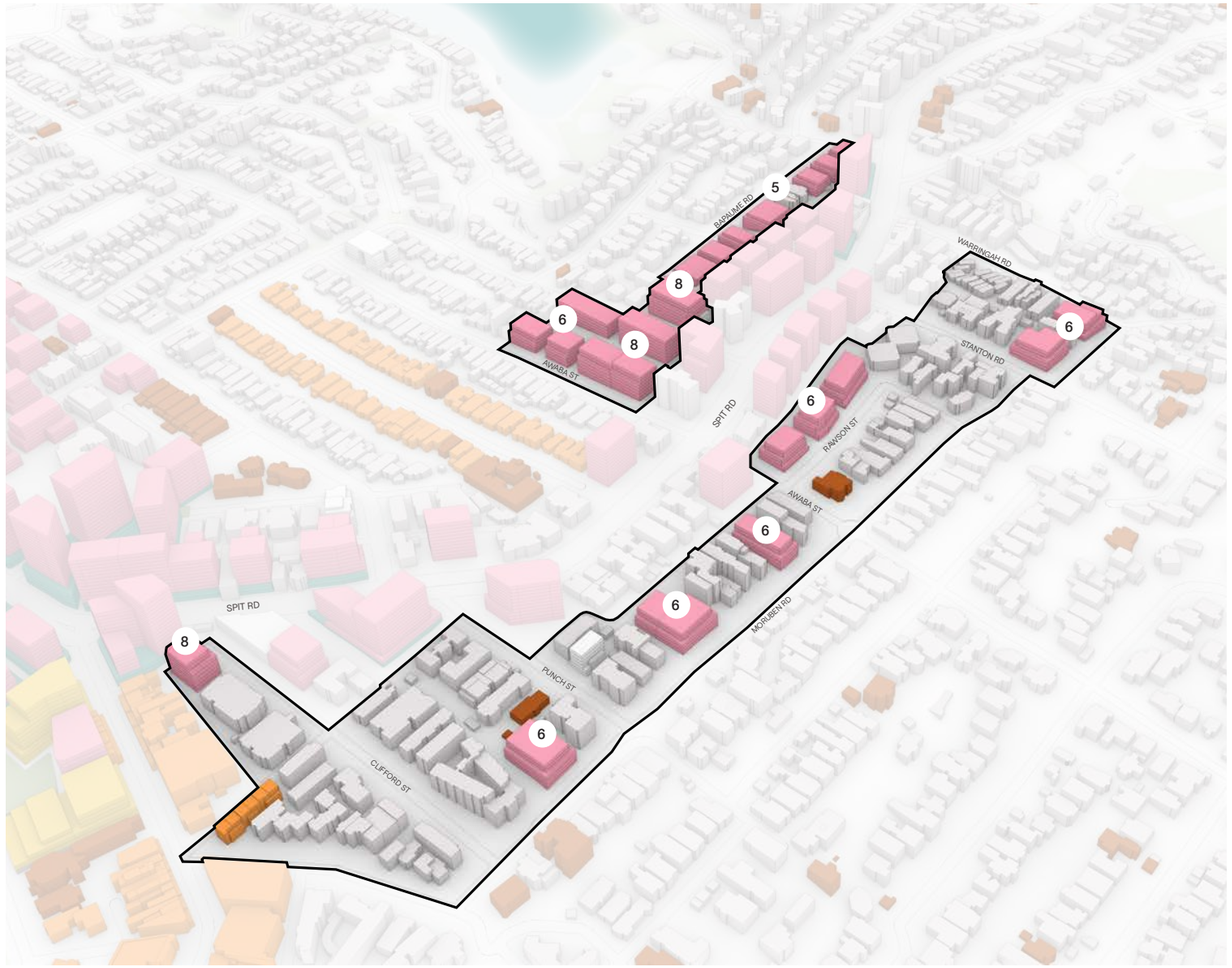
Middle Harbour and Balmoral Ridge structure plan

1:5000 @ A3

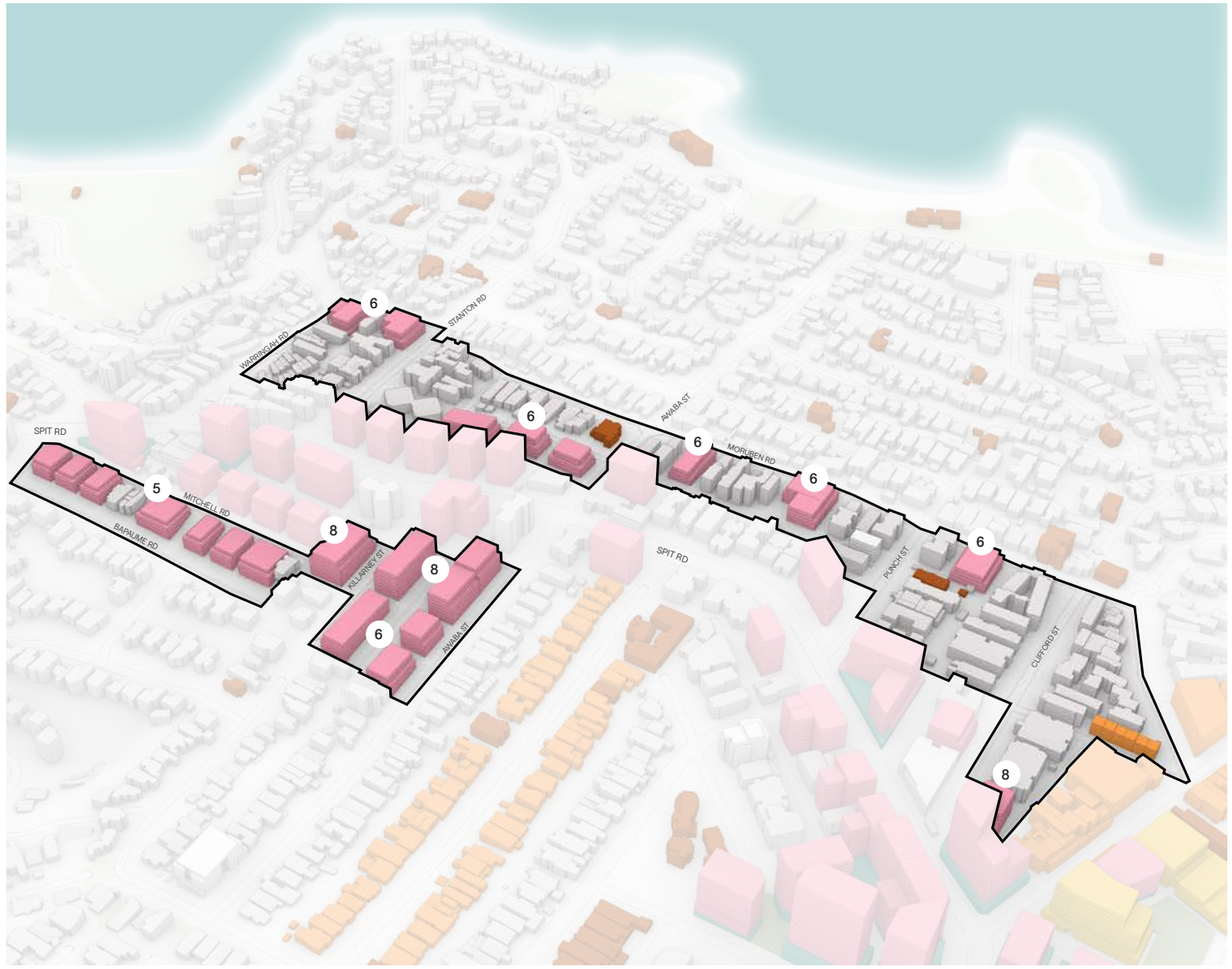
KEY

- Boundary
- Open space
- Heritage items
- School
- Bus stop
- Relocated bus stop
- Retained street vegetation
- Retained mature tree canopy
- Proposed public open space
- Active frontage - 0m
- Front setback - 1.5m
- Front setback - 3m
- Front setback - 4m
- Front setback - 4.5m
- Front setback - 5m
- Front setback - 8m
- Rear setback - 9m
- Streetwall height - 2 storey
- Streetwall height - 6 storey
- Key site
- Proposed crossing
- Existing through site link
- Proposed through site link
- Land dedication
- Proposed road
- 40km/h speed limit
- Proposed basement access
- Calm streets
- Closed off roads
- Traffic direction
- Peel Off Corners
- Low-density residential
- Medium-density residential
- High-density residential
- Local centre
- Infrastructure
- Council assets

Reference scheme massing



Middle Harbour and Balmoral Ridge Southeast View



Middle Harbour and Balmoral Ridge Southwest View

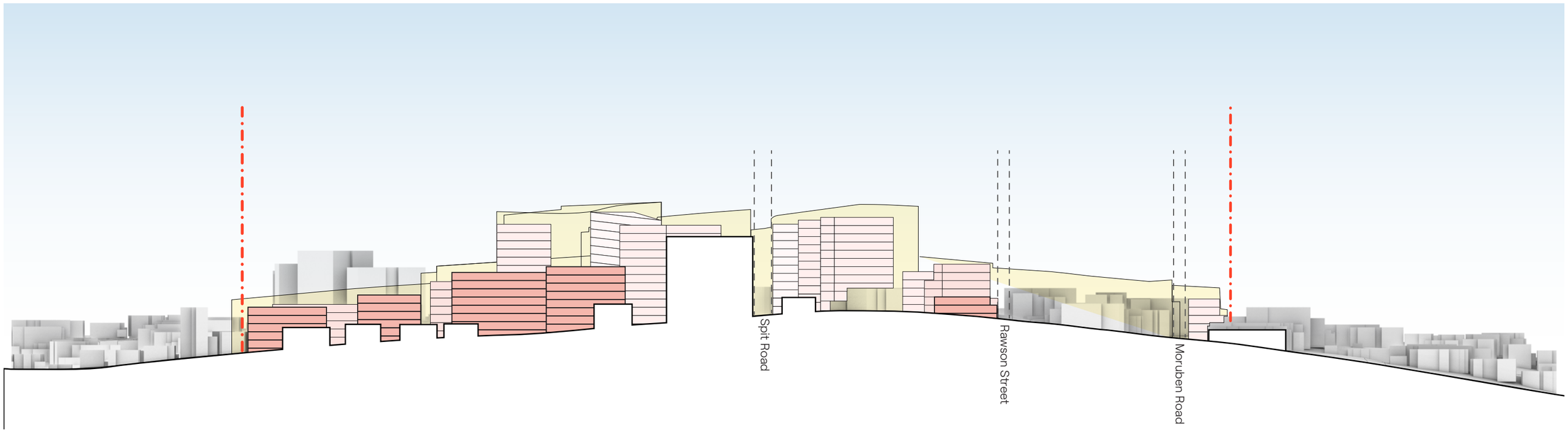
Note:

The reference scheme is illustrative only and provides a diagrammatic representation of potential building envelopes achievable under the proposed planning and built form controls.
The scheme includes development only on sites considered to be deliverable within the master plan timeframe. Existing buildings on constrained sites have been retained, as their redevelopment is not considered feasible within this period.
Assumptions have been made regarding potential site amalgamation patterns, noting that these are subject to uncertainty and may vary depending on landowner participation and market conditions.
The reference scheme should therefore be understood as one of several possible future development scenarios. The indicative building massing shown is, however, fully compliant with the proposed planning framework.

KEY

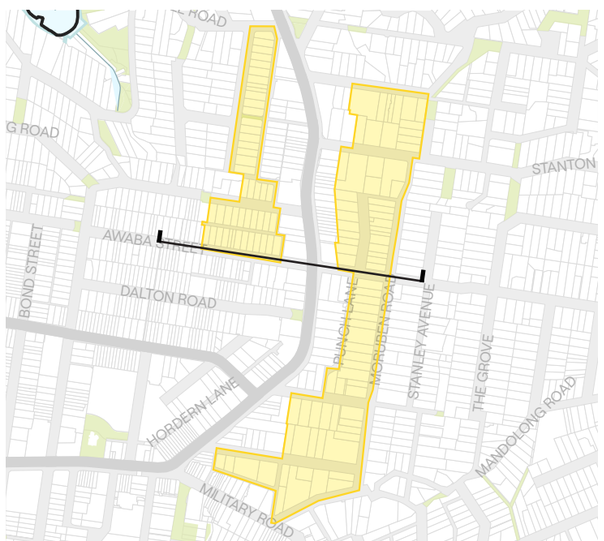
- Character area
- Residential
- Retail / Commercial
- Heritage item
- Conservation area

Cross section



Middle Harbour and Balmoral Ridge East-West Section

1:1500 @ A3



Key Plan

KEY

- Character area boudary
- Residential
- Retail / Commercial
- Envelope



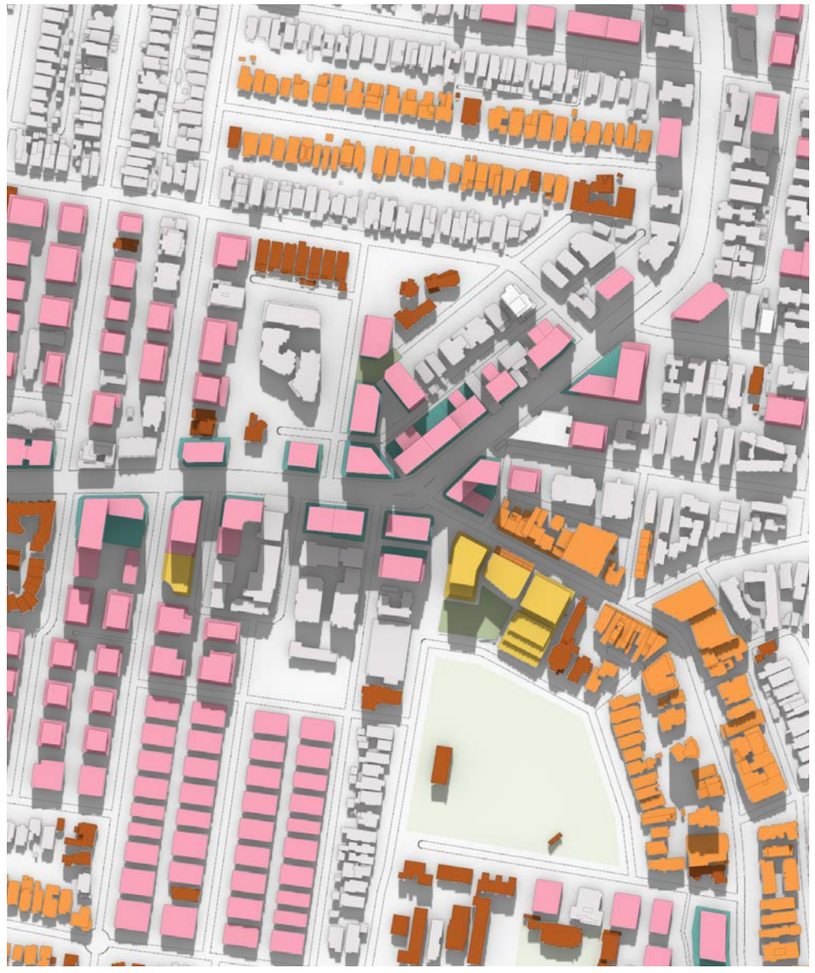
Artist's impression of Awaba street looking west

8 Environmental assessment

Shadow diagrams - Mosman Village North (Winter Solstice)



09:00am - 21-06



12:00pm - 21-06



15:00 pm- 21-06

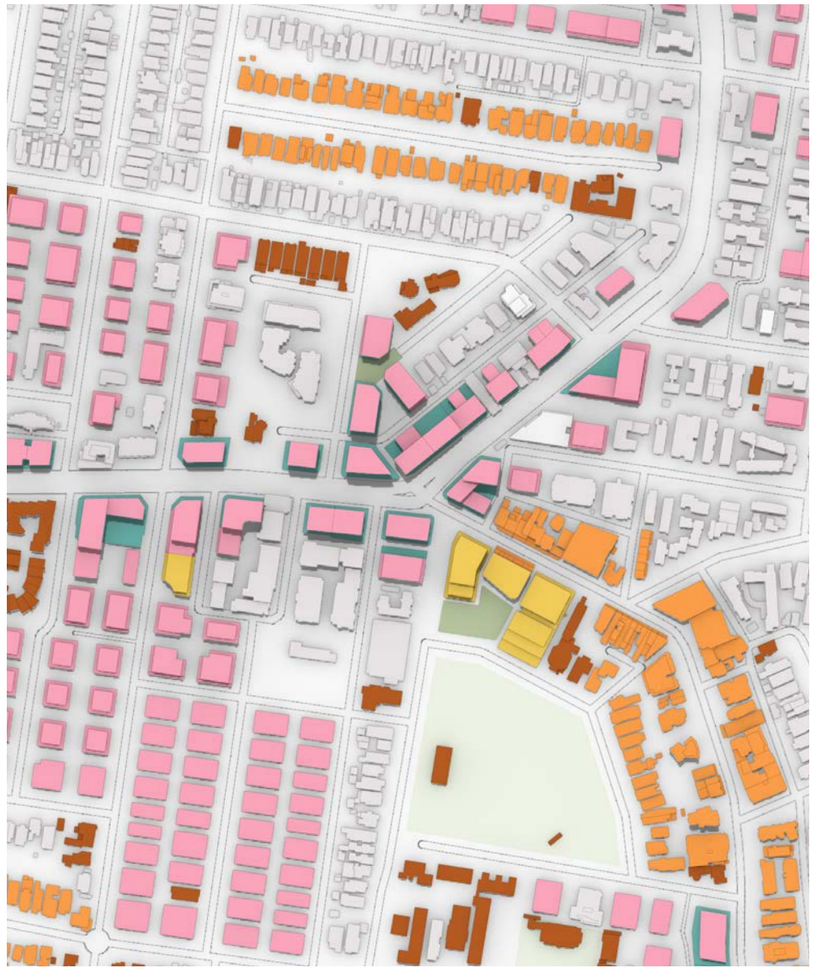
Note:

Shadow diagrams have been prepared based on the reference scheme to illustrate the anticipated development scenario within the masterplan. As the reference scheme is conceptual in nature and provides only a diagrammatic representation of indicative building envelopes, the extent and configuration of the resulting shadows should be regarded as indicative only.

Shadow diagrams - Mosman Village North (Summer Solstice)



09:00am - 21-12



12:00pm - 21-12



15:00 pm- 21-12

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Shadow diagrams - Mosman Village North (Equinox)



09:00am - 21-03



12:00pm - 21-03



15:00 pm- 21-03

Note:

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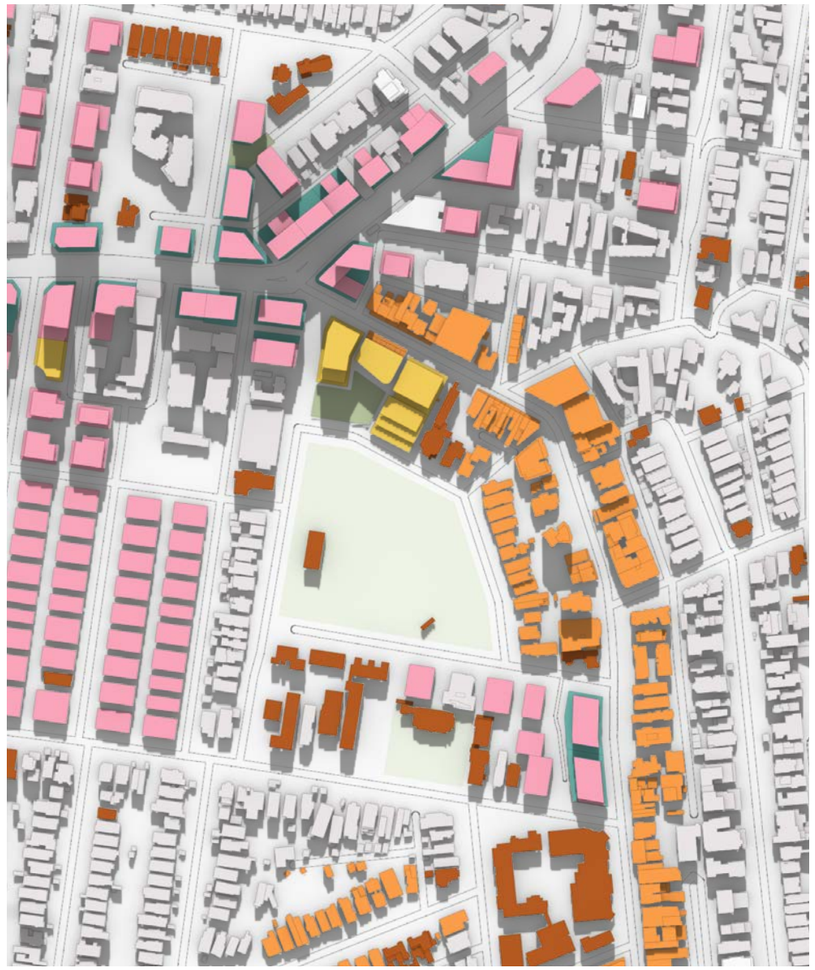
Shadow diagrams - Mosman Village South (Winter Solstice)



09:00am - 21-06



12:00pm - 21-06



15:00 pm- 21-06

Note:

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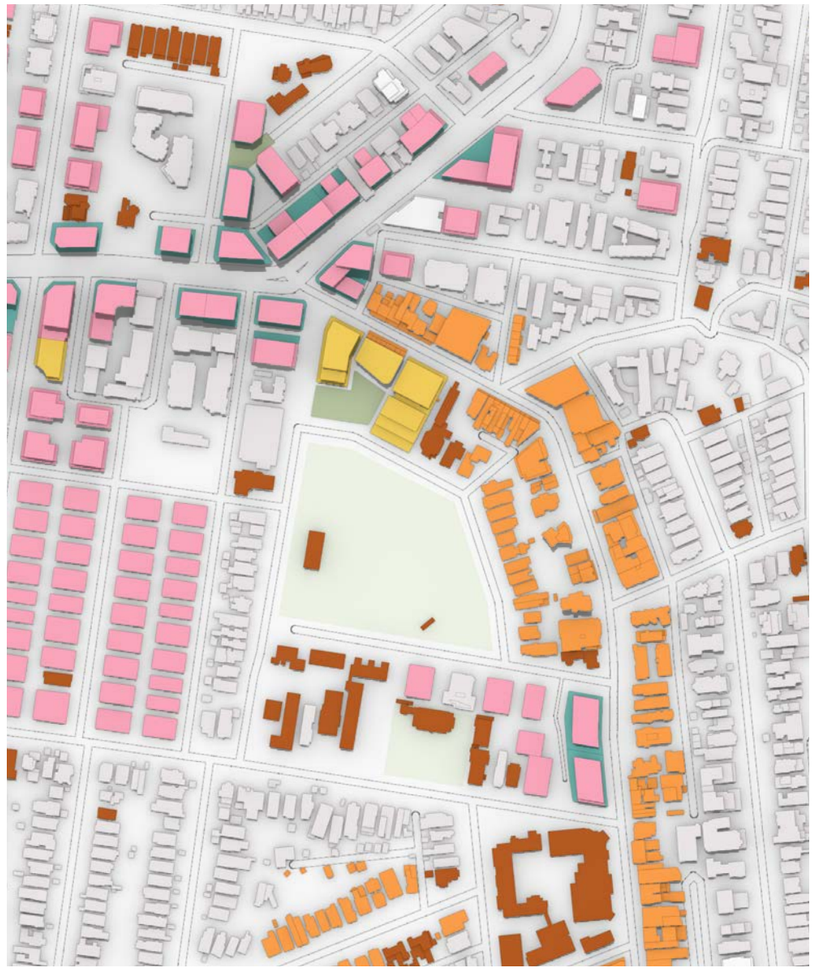
Shadow diagrams - Mosman Village South (Summer Solstice)



09:00am - 21-12



12:00pm - 21-12



15:00 pm- 21-12

Note:

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Shadow diagrams - Mosman Village South (Equinox)



09:00am - 21-03



12:00pm - 21-03



15:00 pm- 21-03

Note:

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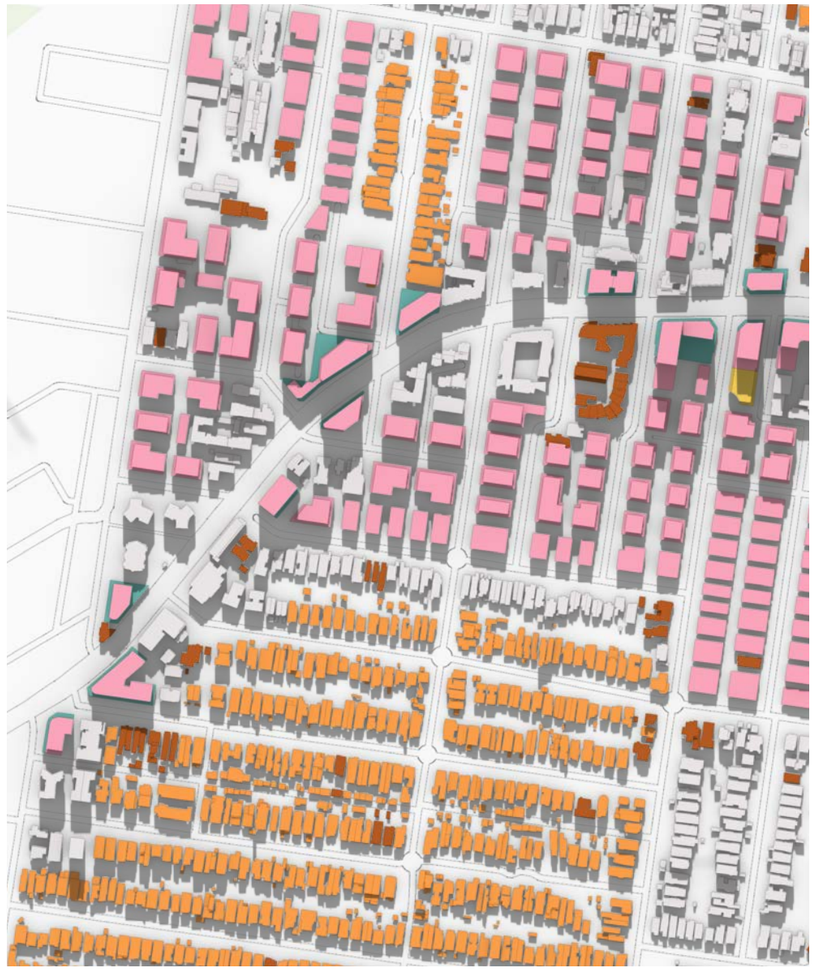
Shadow diagrams - Military Road Corridor (Winter Solstice)



09:00am - 21-06



12:00pm - 21-06



15:00 pm- 21-06

Note:

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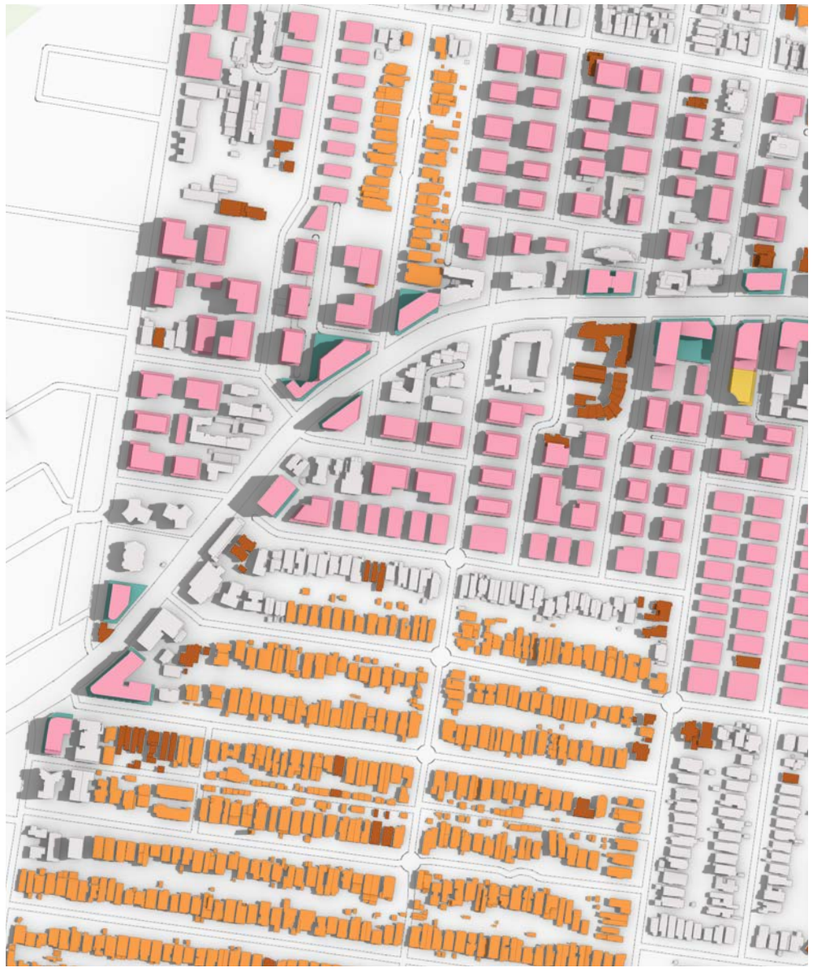
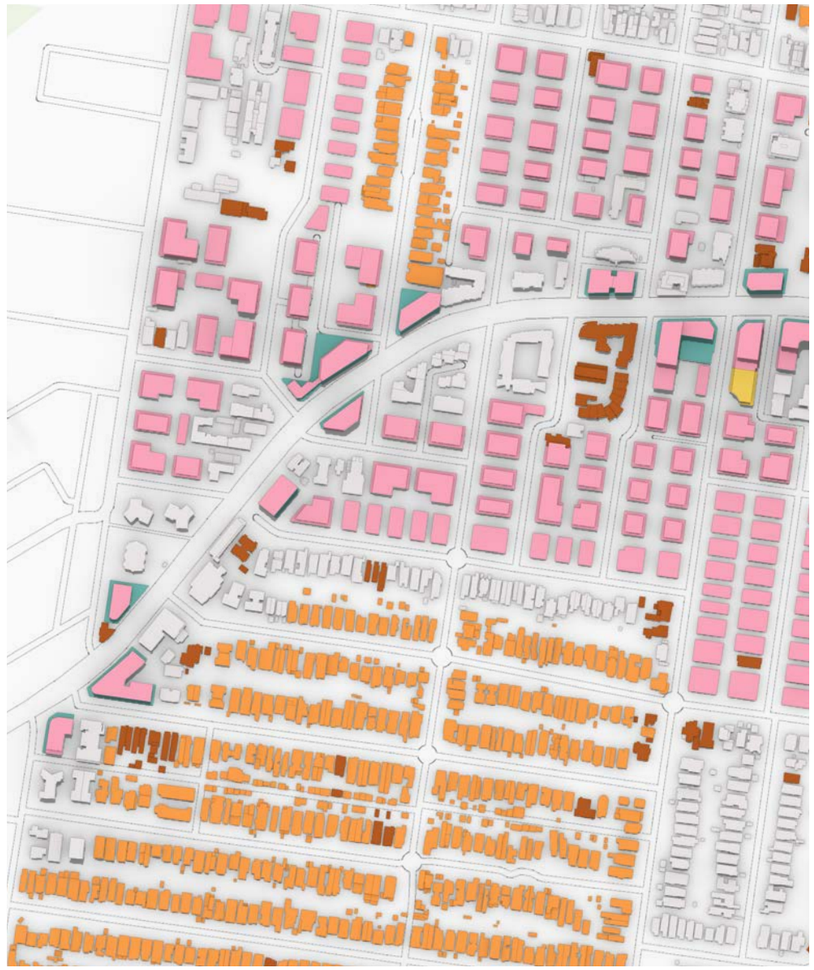
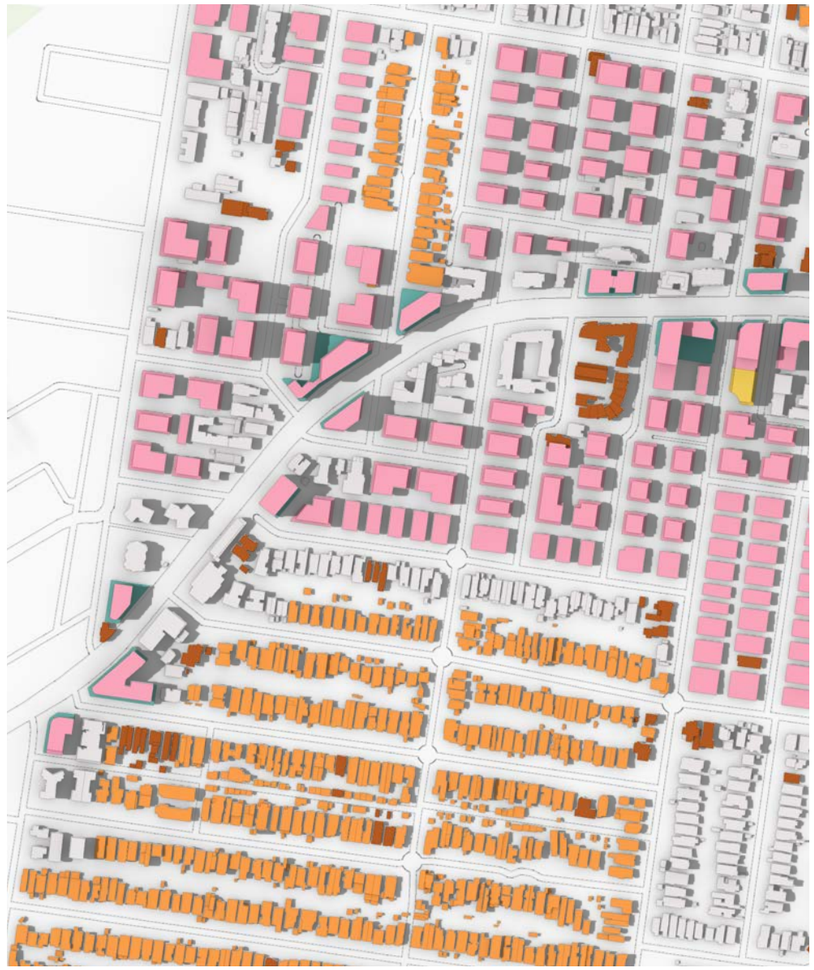
Shadow diagrams - Military Road Corridor (Summer Solstice)



09:00am - 21-12



12:00pm - 21-12



15:00 pm- 21-12

Note:

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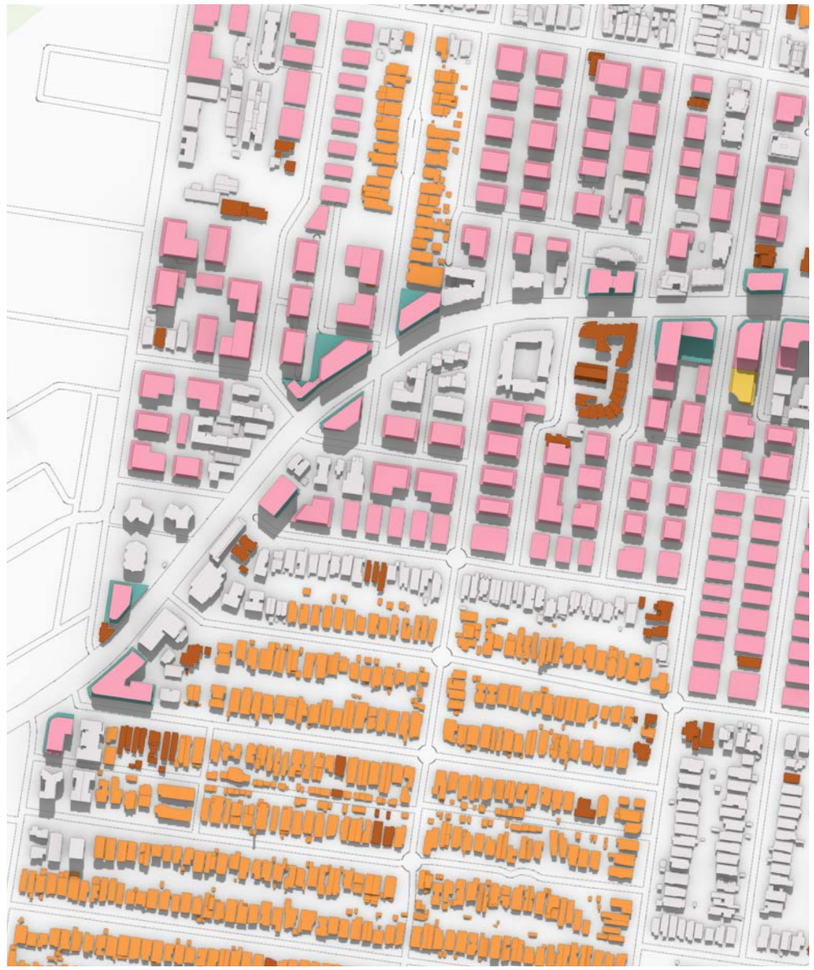
Shadow diagrams - Military Road Corridor (Equinox)



09:00am - 21-03



12:00pm - 21-03



15:00 pm- 21-03

Note:

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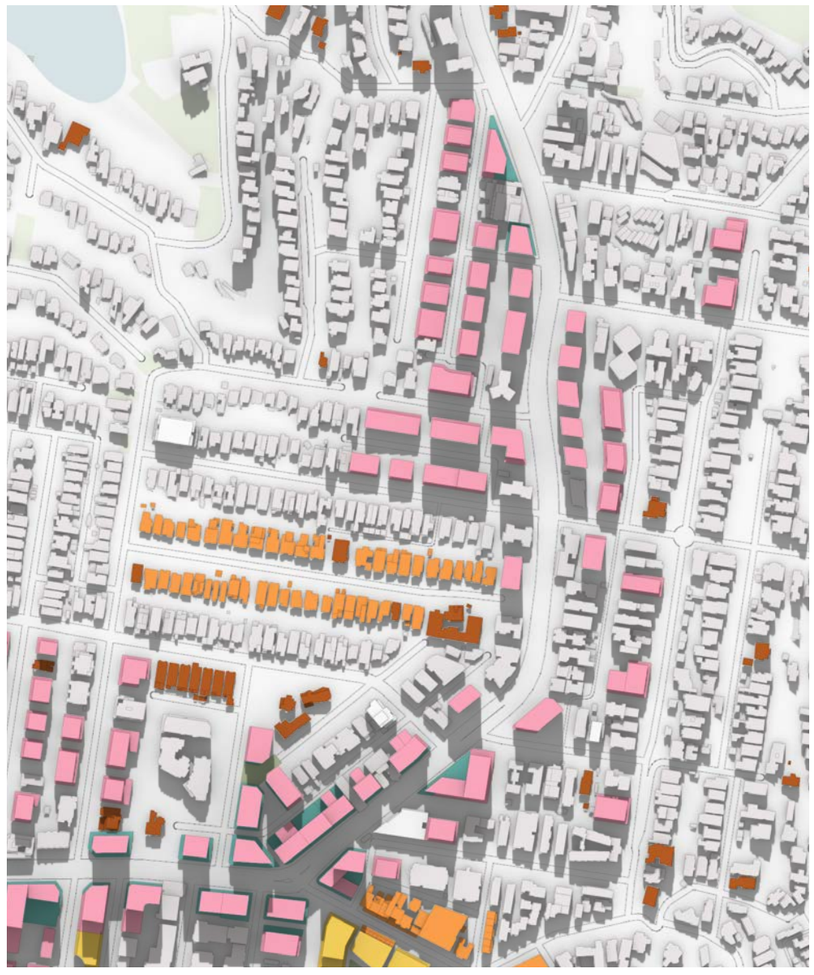
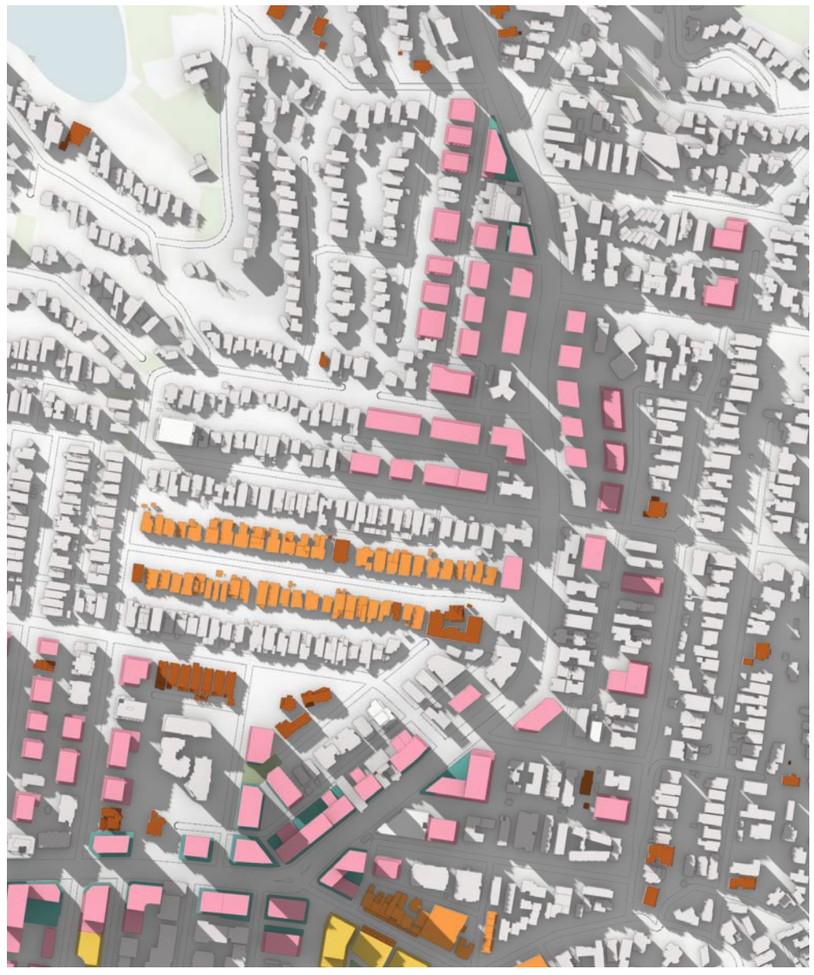
Shadow diagrams - Spit Road Corridor (Winter Solstice)



09:00am - 21-06



12:00pm - 21-06



15:00 pm- 21-06

Note:

Shadow diagrams have been prepared based on the reference scheme to illustrate the anticipated development scenario within the masterplan. As the reference scheme is conceptual in nature and provides only a diagrammatic representation of indicative building envelopes, the extent and configuration of the resulting shadows should be regarded as indicative only.

Shadow diagrams - Spit Road Corridor (Summer Solstice)



09:00am - 21-12



12:00pm - 21-12



15:00 pm- 21-12

Note:

Shadow diagrams have been prepared based on the reference scheme to illustrate the anticipated development scenario within the masterplan. As the reference scheme is conceptual in nature and provides only a diagrammatic representation of indicative building envelopes, the extent and configuration of the resulting shadows should be regarded as indicative only.

Shadow diagrams - Spit Road Corridor (Equinox)



09:00am - 21-03



12:00pm - 21-03

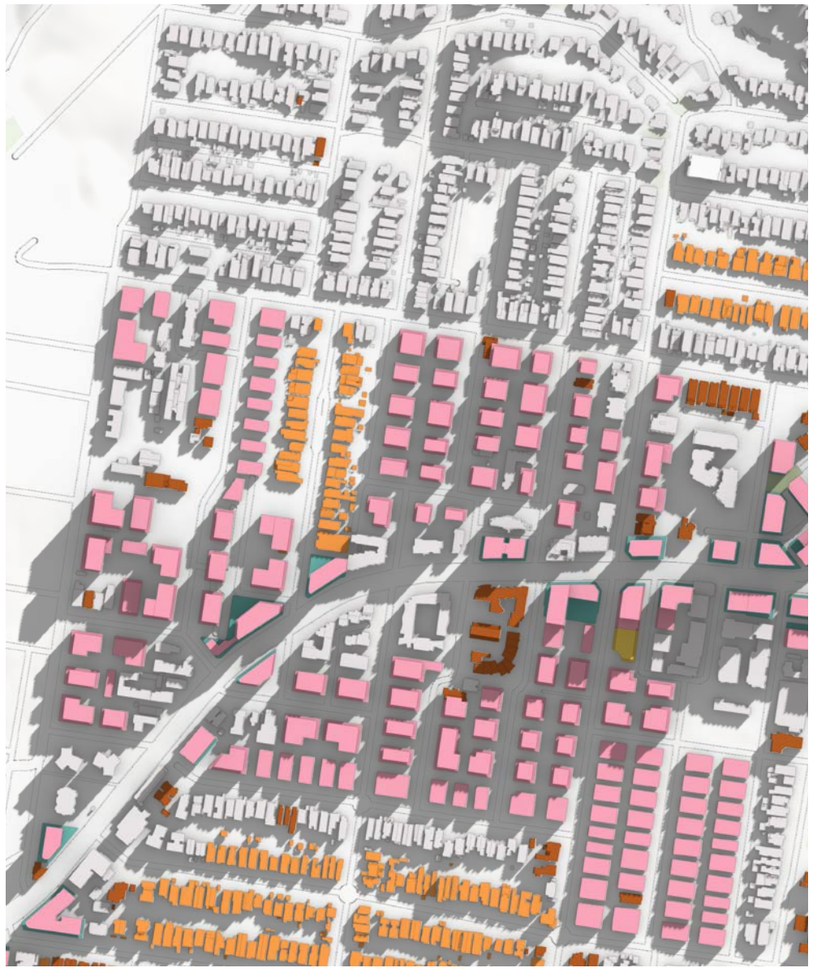


15:00 pm- 21-03

Note:

Shadow diagrams have been prepared based on the reference scheme to illustrate the anticipated development scenario within the masterplan. As the reference scheme is conceptual in nature and provides only a diagrammatic representation of indicative building envelopes, the extent and configuration of the resulting shadows should be regarded as indicative only.

Shadow diagrams - Ourimbah Triangle (Winter Solstice)



09:00am - 21-06



12:00pm - 21-06



15:00 pm- 21-06

Note:

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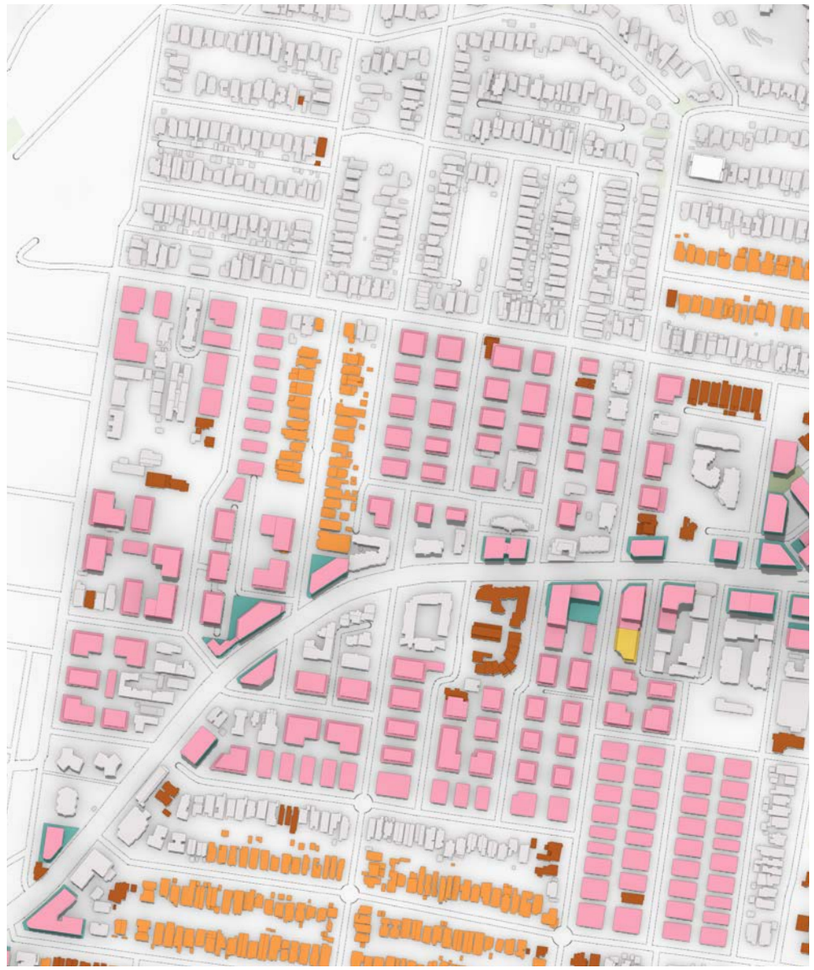
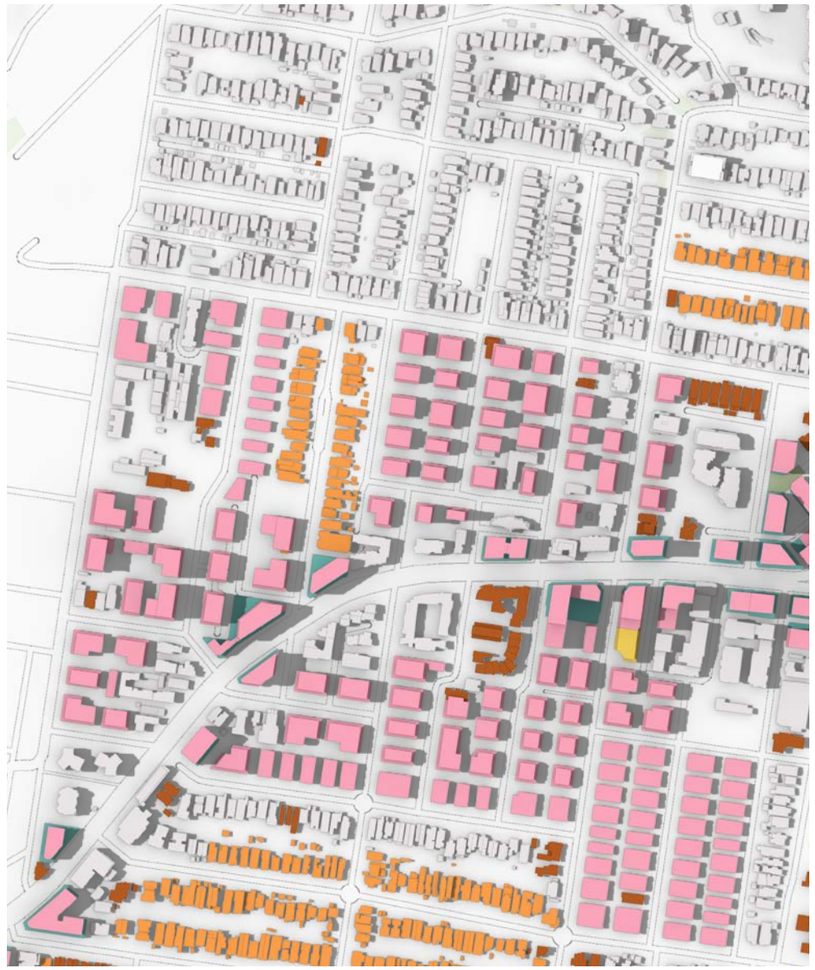
Shadow diagrams - Ourimbah Triangle (Summer Solstice)



09:00am - 21-12



12:00pm - 21-12



15:00 pm- 21-12

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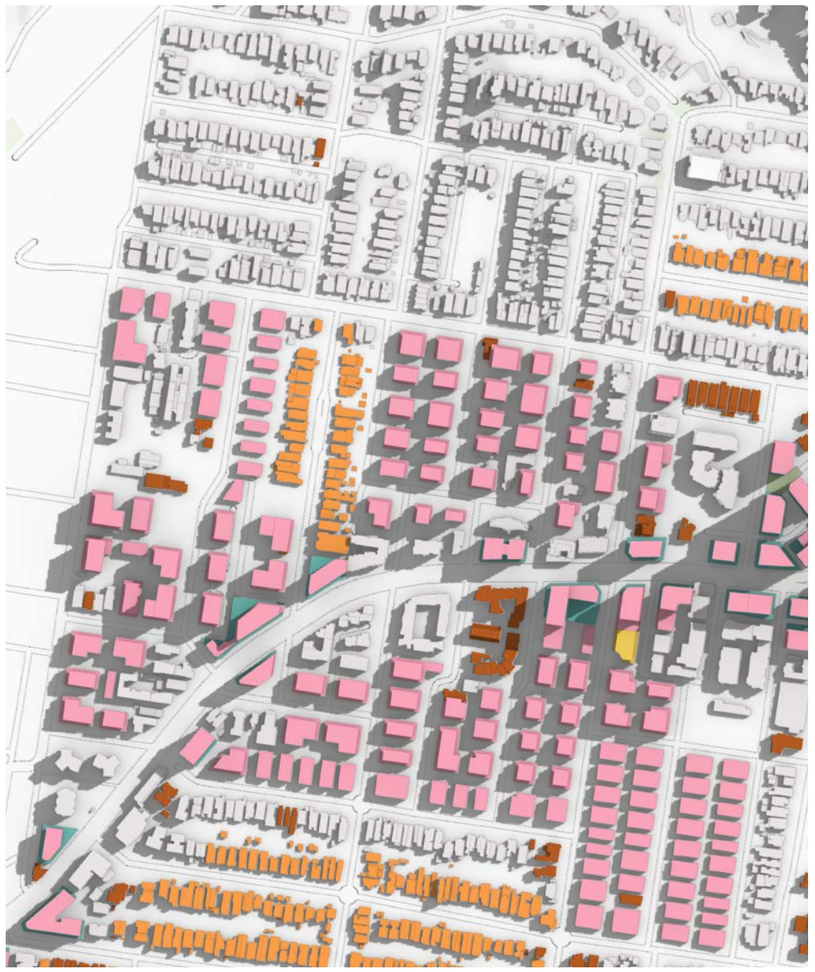
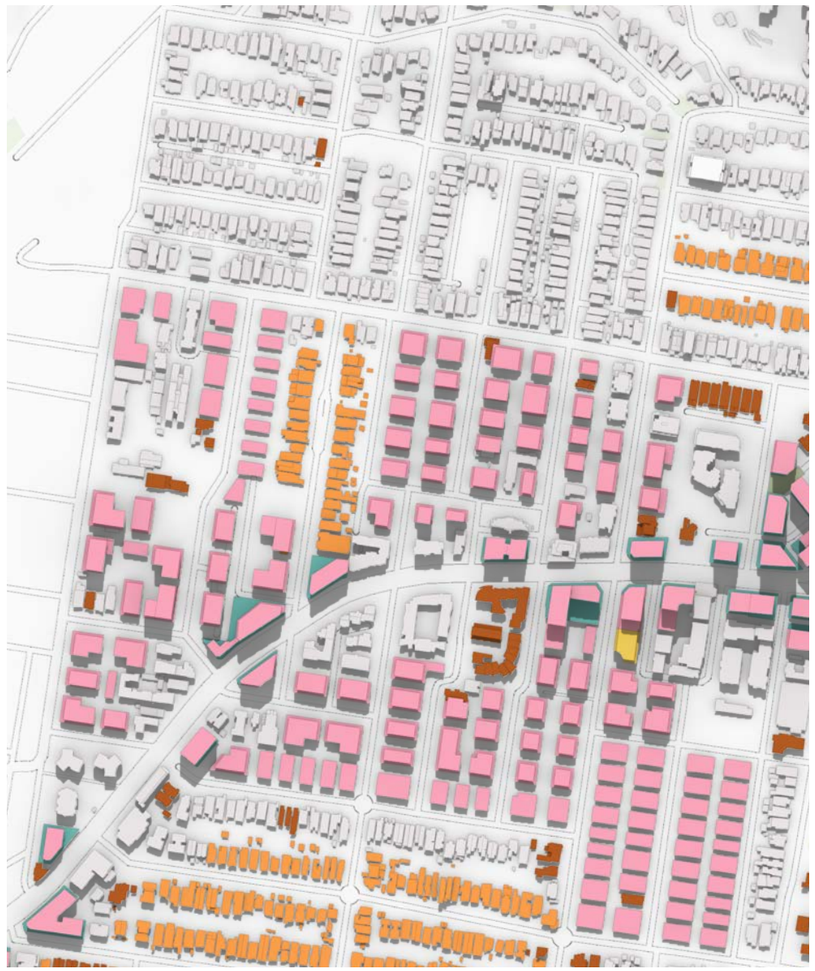
Shadow diagrams - Ourimbah Triangle (Equinox)



09:00am - 21-03



12:00pm - 21-03



15:00 pm- 21-03

Note:

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Shadow diagrams - Prince Street (Winter Solstice)



09:00am - 21-06



12:00pm - 21-06



15:00 pm- 21-06

Note:

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Shadow diagrams - Prince Street (Summer Solstice)



09:00am - 21-12



12:00pm - 21-12



15:00 pm- 21-12

Note:

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Shadow diagrams - Prince Street (Equinox)



09:00am - 21-03



12:00pm - 21-03



15:00 pm- 21-03

Note:

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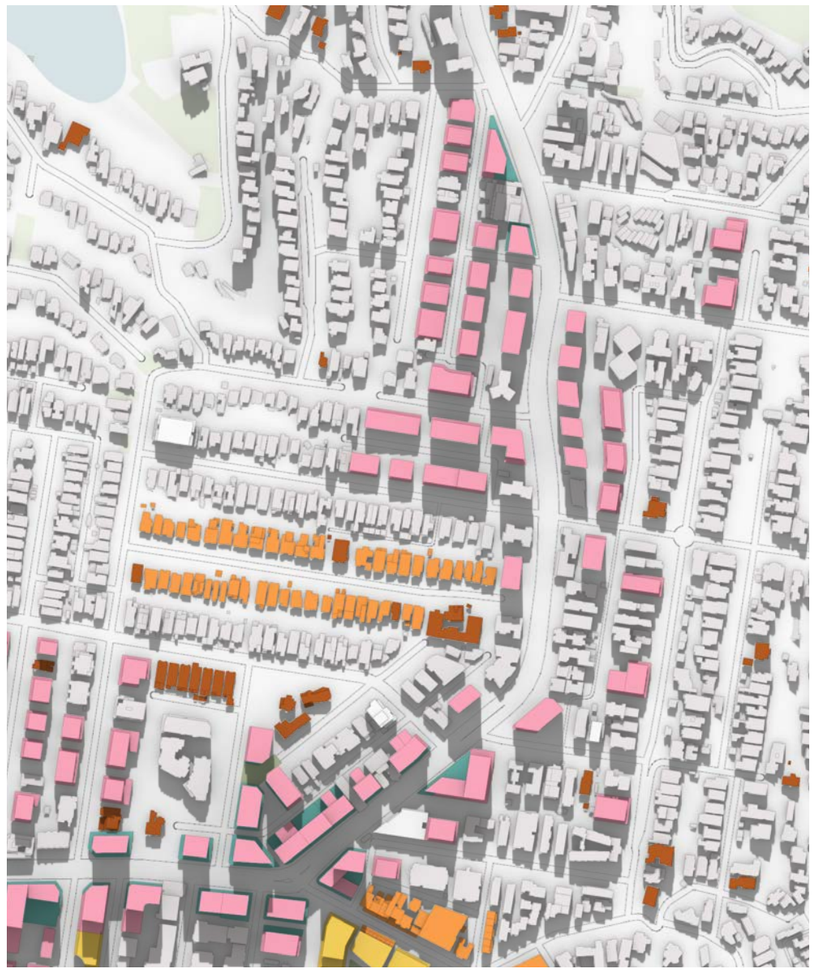
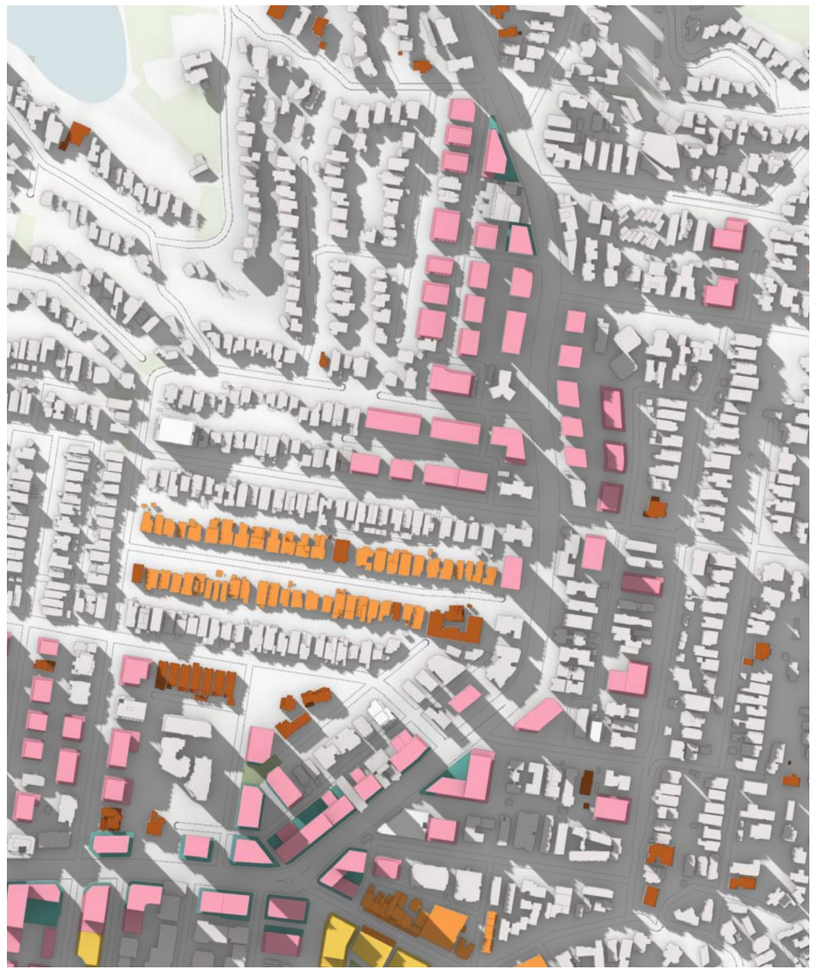
Shadow diagrams - Middle Harbour and Balmoral Ridge (Winter Solstice)



09:00am - 21-06



12:00pm - 21-06



15:00 pm- 21-06

Note:

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Shadow diagrams - Middle Harbour and Balmoral Ridge (Summer Solstice)



09:00am - 21-12



12:00pm - 21-12



15:00 pm- 21-12

Note:

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Shadow diagrams - Middle Harbour and Balmoral Ridge (Equinox)



09:00am - 21-03



12:00pm - 21-03



15:00 pm- 21-03

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9 Implementation plan

Implementation plan

Housing SEPP 2021 Amendments

The implementation of the Mosman Masterplan will require amendments to the Housing SEPP in relation to the application of *Chapter 6 Low and mid rise housing*.

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

A further amendment is required for certain land within and adjoining the Lang Street HCA, and for sites adjoining the Military Road HCA along Belmont Road and Gouldsbury Street. While these sites fall within the Masterplan area, they are excluded from the application of the LMR policy to protect the heritage significance of the conservation areas and adjoining heritage items. The remaining land within the Masterplan area will continue to provide planning controls that are equivalent to or greater than those available under the LMR policy. All other land within the Masterplan areas have height and FSR controls greater than or equivalent to LMR.

MLEP 2012 Amendments

The implementation of the Mosman Masterplan will require amendments to the MLEP 2012 as outlined below.

Land use zones

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

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

This will require the following amendments to the MLEP 2012:

- Amend the zoning of land as identified on the Land Use Zoning Map at Map 9.1
- Insert 'R4 High Density Residential' under 'Residential Zones' within Cl 2.1 Land use zones and into Land Use Table including zone objectives, permitted without consent, permitted consent and prohibited land uses.
- Remove 'Zone E3 Productivity Support' from the Land Use Table
- In the E1 Local Centre land uses table, remove 'dual occupancies', 'multi dwelling housing', 'dwelling houses' and 'semi-detached dwellings' from '3 Permitted with consent' consistent with the density of residential accommodation envisaged within the E1 zone under the Masterplan.
- Amend objectives of the E1 Local Centre Zone to better align with the Masterplan intent

Building height

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

- Heights on land within the R3 Medium Density zone have increased to 17.5, 22m and 28.5 to ensure the height of future development is equivalent to or greater than that permitted under LMR. The exception is:
  - Certain land within and adjoining the Lang Street HCA; and

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

This will require the following amendments to the MLEP 2012:

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

Floor space ratio (FSR)

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

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

This will require the following amendments to the MLEP 2012:

- Amend the FSR controls applying to land as identified on the Floor Space Ratio Map at Map 9.3
- Amend the objectives of the FSR of building standards contained in Clause 4.4(1) to better align with Masterplan, including inserting a reference to the R4 High Density Residential and deleting reference to the E3 Productivity Support zone.
- Amend the application of Cl 4.4A to exclude land within the Masterplan area zoned R2 Low Density Residential. Clause 4.4A currently prescribes a maximum FSR of 0.5:1 for R2 zoned land with a site area less than or equal to 700m^2 and 0.4:1 for the part of the site exceeding 700m^2.
- Delete Cl 4.4B which provides for additional uplift on sites within the or Spit Junction as this is superseded by the proposed amendments to FSR under the Masterplan.

Height and floor space ratio for certain development

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

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

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

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

This will require the following amendments to the MLEP 2012:

- Insert clauses into Part 4 to limit heights and FSRs within the Masterplan area as follows:
    - Dual occupancies within all residential zones within the Masterplan area: height 9.5m and FSR 0.65:1

- Multi dwelling housing within all residential zones within the Masterplan area: height 9.5m and FSR 0.7:1
- Dwelling houses within the R2 zone: height 8.5m and FSR0.5:1
- Dwelling houses within the R3 zone: height 8.5m and FSR 0.7:1

Key sites

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

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

- 6 Hale Road (Site A)
  - 2,000m² of publicly accessible open space, and
  - A through site link
  - Building height 43m, FSR 3.2:1
- 634 and 640 Military Road (Site B)
  - A through site link, and
  - Community facility (1000m² warm shell) plus parking at 1 car space /20m² OR 5% affordable housing
  - Building height 62m, FSR 6:1
- 1-3 Brady street and 2-6 Spit Road (Site C)
  - Pedestrian bridge, and
  - A through site link, and
  - Minimum non-residential FSR of 1:1, and
  - 5% affordable housing, and
  - Community facility (1000m² warm shell) plus parking at 1 car space /20m² OR additional 5% affordable housing
  - Building height 67.5m, FSR 8:1
- 515-529 Military Road (Site D)
  - A through site link, and
  - Community facility (1500m² warm shell) plus parking at 1 car space /20m² OR 5% affordable housing
  - Building height 62m, FSR 8:1
- 537-555 Military Road (Site E)
  - Pedestrian bridge, and
  - A through site link, and
  - Minimum non-residential FSR of 1:1, and
  - Community facility (1,500m² warm shell) plus parking at 1 car space /20m² OR 6% affordable housing
  - Building height 52.5m, FSR 6.5:1
- 1-3 Brady Street (Site F)
  - 1,500m² of publicly accessible open space, and
  - Minimum 1:1 non-residential FSR, and
  - 267 public car parking spaces
  - Building height 73.5m, FSR 7:1
- 8 - 28 Spit Road (Site G)
  - A minimum site area of 2,462m², and
  - 3% affordable housing, and
  - Community facility (1,700m² warm shell) OR 5% additional affordable housing
  - Building height 52m, FSR 7:1
- 3, 3A, 5 Spit Road and 668-678 Military Road (Site H)
  - A minimum site area of 1,999m², and
  - 3% affordable housing
  - Community facility (1,400m² warm shell) OR additional 5% affordable housing
  - Building height 62m, FSR 8:1
- 581-593 Spit Road (Site I)
  - A minimum site area of 1,129m²
  - Building height 30m, FSR 5:1
- 501 Military Road (Site J)
  - 3 indoor sports courts, and
  - 2% Affordable housing
  - Building height 62m, FSR 5:1

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

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

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

This will require the following amendments to the MLEP 2012:

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

Heritage Conservation Areas

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

- Reduce the boundary of the Lang St HCA to exclude properties at the southern end
- Adjust the boundary of the Military Road HCA to exclude properties at the Military Road / Spit Road junction.

This will require the following amendment to the MLEP 2012:

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

Landscaped area

Clause 6.6 specifies minimum landscaped area requirements for development within the residential zones. This will need to be amended to reflect the introduction of the R4 High Density Residential zone.

This will require the following amendment to the MLEP 2012:

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

Affordable housing

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

As illustrated on the Affordable Housing Map at Map 9.7, affordable housing contribution rates within the Masterplan area range from 2% to 10%. As outlined above, affordable housing contributions for key sites, where identified, is additional to affordable housing contributions under this clause.

This will require the following amendments to the MLEP 2012:

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

Dwelling retention

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

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

This will require the following amendments to the MLEP 2012:

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

Design excellence

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

This will require the following amendments to the MLEP 2012:

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

Active frontages

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

This will require the following amendments to the MLEP 2012:

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

Minimum street frontage

A minimum street frontage of 30m is proposed for residential flat building development on residential zoned land within the Masterplan area, where the proposed height and FSR controls permit development exceeding four storeys, as illustrated in Map 9.8. This will ensure sites are of sufficient width to accommodate vehicle access and servicing without compromising the

streetscape, while providing appropriate side setbacks, landscaping, deep soil planting and residential amenity.

This will require the following amendments to the MLEP 2012:

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

Urban heat

In order to deliver additional density in a sustainable manner, new developments must reduce their impact on urban heating. It is proposed to include a clause in the MLEP 2012 that requires development to incorporate measures in the design and operational phases to minimise urban heat gain.

This will require the following amendments to the MLEP 2012:

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

Mosman DCP 2012 Amendments

The implementation of the Mosman Masterplan will require amendments to the Mosman Development Control Plan 2012 (MDCP 2012).

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

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

It is anticipated that the implementation of the Masterplan, including the structure plan and supporting urban framework plans, will require amendments to the MDCP 2012 relating to the following:

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

9.1 Land Use Zoning (LZN) map

Map 9.1

KEY

- Masterplan boundary
- Areas of change

ZONING

- RE1 Public recreation
- E1 Local centre
- R2 Low density residential
- R3 Medium density residential
- R4 High density residential
- SP2 Infrastructure

Land zoning Map

1:14000 @ A3

9.2 Height of buildings (HOB) map

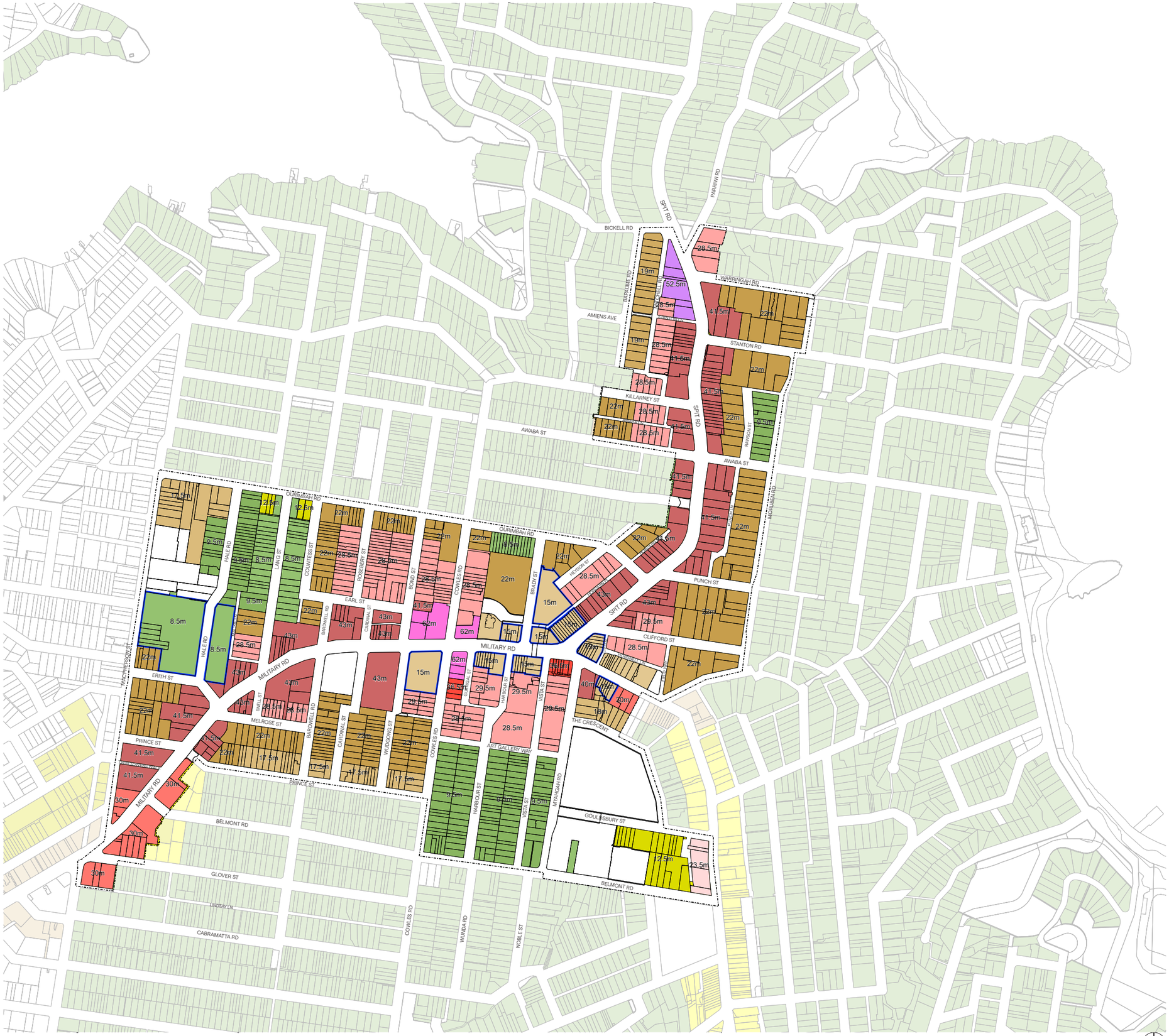
Map 9.2

KEY

Masterplan boundary

HOB (M)

- 52.5
- 52
- 43
- 41.5
- 36.5
- 30
- 29.5
- 28.8
- 23.5
- 22
- 19
- 17.5
- 12.5
- 9.5
- Key site



Height of Building Map

1:14000 @ A3

9.3 Floor Space Ratio (FSR) map

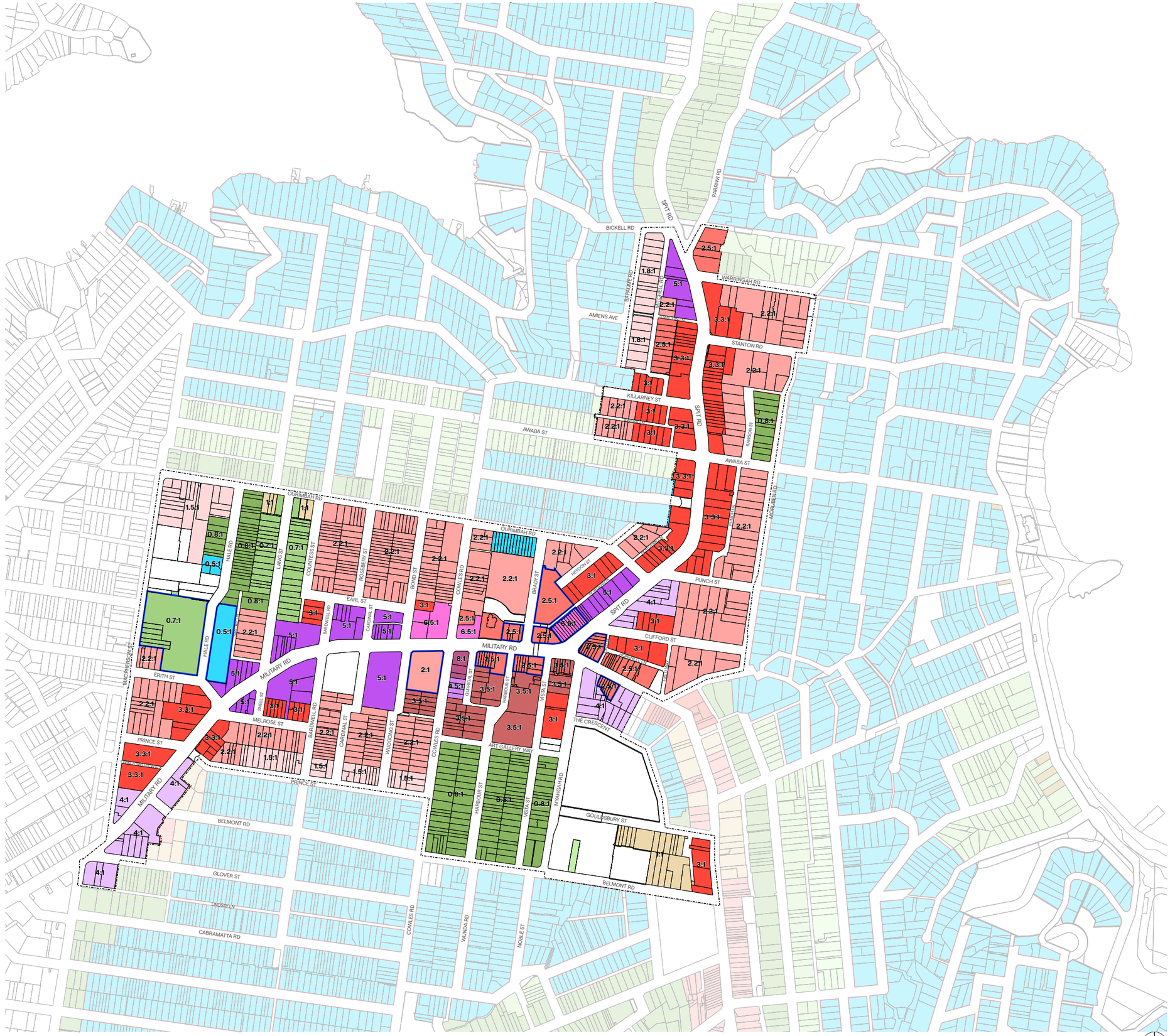
Map 9.3

KEY

Masterplan boundary

FSR (:1)

- 0.5
- 0.7
- 0.8:1
- 1:1
- 1.5:1 / 1.8:1
- 2.2:1
- 2.5:1
- 3:1 / 3.3:1
- 3.5:1
- 4:1
- 4.5:1
- 5:1
- 6:1 / 6.5:1
- Key site



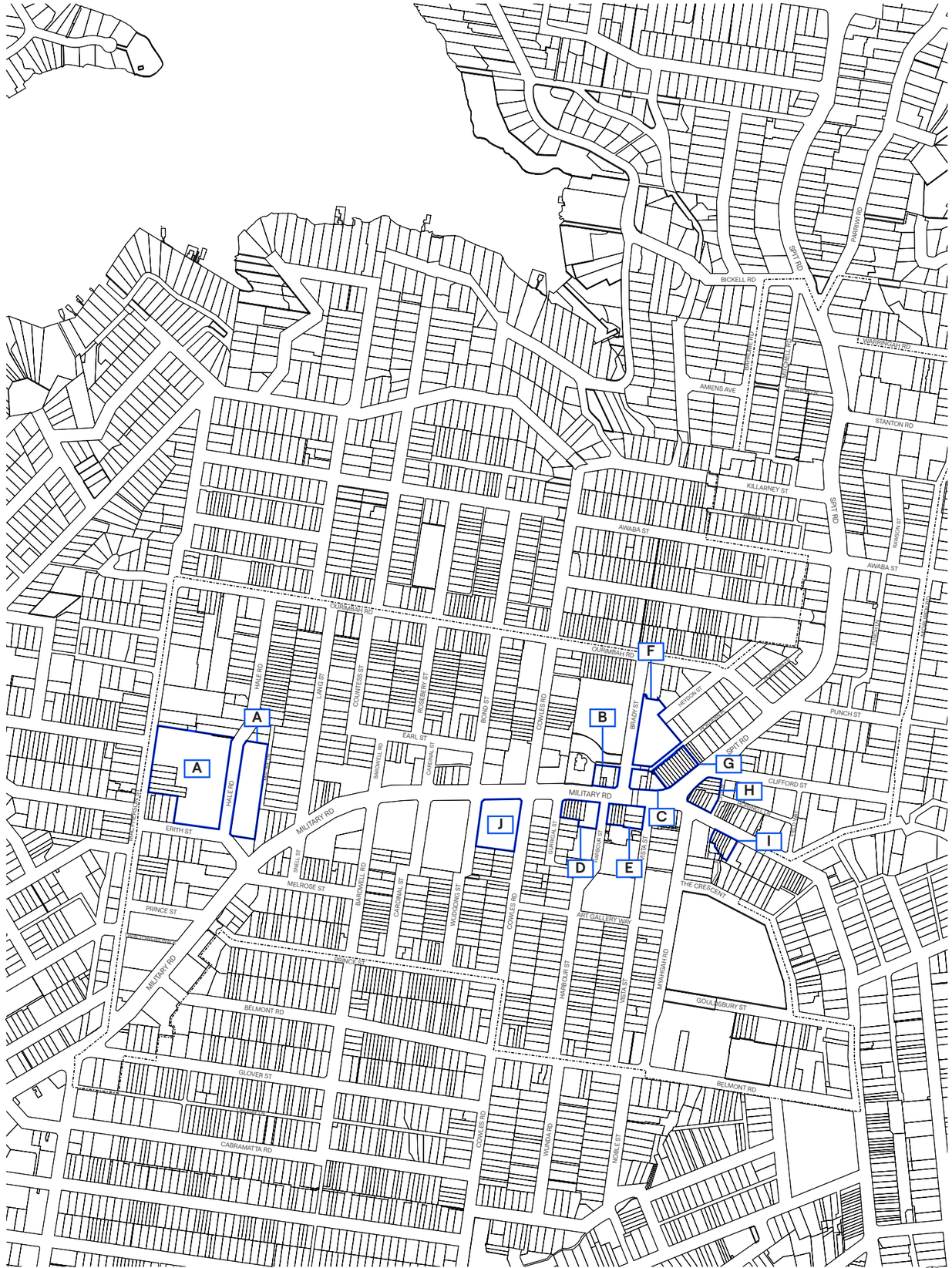
Floor Space Ration Map

1:14000 @ A3

9.4 Key sites

Map 9.4

	Address	Public benefit	Minimum site area	HOB(m)	FSR
A	*The Manors of Mosman*, 6 Hale Rd	• 2,000 m² of publicly accessible open space, and • Through site link		43	3.2:1
B	634, 636, 638, 640, 646, Military Rd	• Through site link, and • Community facility (1,000 sqm warm shell) + parking at 1/20sqm **OR** 5% Affordable housing		62	6:1
C	1-3 Brady Street, to 2-6 Spit Road	• Pedestrian bridge and, • Through site link and, • 1:1 Minimum non residential FSR, and • 5% affordable housing, and • Community facility (1,000 sqm warm shell) + parking at 1/20sqm **OR** additional 5% affordable housing		67.5	8:1
D	515, 517, 519, 521, 523, 525, 527, 529 Military Rd	• Through site link, and • Community facility (1,500 sqm warm shell) + parking at 1/20sqm **OR** 5% affordable housing		62	8:1
E	537-555 Military Rd	• Pedestrian bridge, and • Minimum 1:1 non residential FSR, and • Through site link, and • Community facility (1,500 sqm warm shell) + parking at 1/20sqm **OR** 6% affordable housing.		52.5	6.5:1
F	1-3 Brady St	• 1,500 m² of publicly accessible open space, and • Minimum 1:1 non residential FSR, and • 267 public car parking spaces		73.5	7:1
G	8,10, 12, 14, 16, 18,20,22,24,26 28 Spit Rd	• 3% affordable housing, and • Community facility (1,700 sqm warm shell) + parking at 1/20sqm **OR** additional 5% affordable housing	• 2,462 m² minimum site area	52	7:1
H	3,3a,5 Spit Rd 668,670, 672, 674,676,678 Military Rd	• 3% affordable housing, and • Community facility (1,400 sqm warm shell) + parking at 1/20sqm **OR** additional 5% affordable housing	• 1,999 m² minimum site area	62	8:1
I	581, 583, 585,587, 589, 591,593 Military Rd		• 1,129 m² minimum site area	30	5.5
J	501 Military Road	• 3 indoor courts and • 2% affordable housing		62	5:1

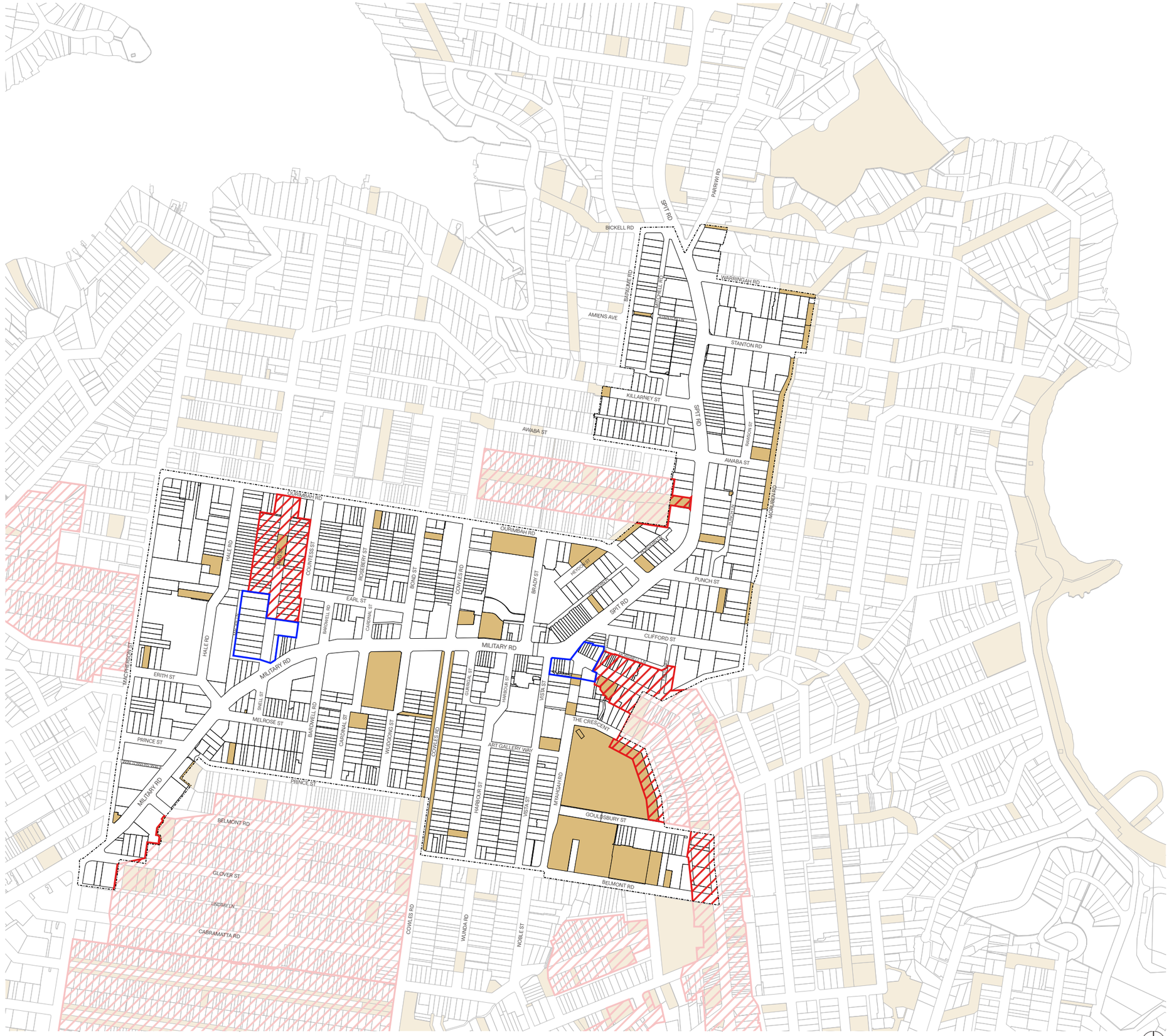


Key Sites Map

1:14000 @ A3

9.5 Heritage map

Map 9.5



KEY

Masterplan boundary

HERITAGE

Heritage item

Heritage conservation area

Removed conservation area

Heritage Map

9.6 Active frontage map

Map 9.6


MILITARY RD
MILITARY RD
MILITARY RD

9.7 Affordable housing map

Map 9.7



Affordable housing map

KEY

Masterplan boundary

AFFORDABLE HOUSING CONTRIBUTION RATE

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

9.8 Minimum street frontages map

Map 9.8



Minimum street frontage map

KEY

Masterplan boundary

MINIMUM STREET FRONTAGES

30m minimum street frontage