



MOSMAN
**LOCAL
STRATEGIC
PLANNING
STATEMENT**
ENHANCING
MOSMAN

March 2020

LOCAL STRATEGIC PLANNING STATEMENT

The Mosman Local Strategic Planning Statement was endorsed at the Council Meeting held on 3 December 2019. The Greater Sydney Commission issued Council with a letter of support for the document on 4 March 2020.

CONTENTS

1	INTRODUCTION	04
	About this Statement	06
	Purpose of this Statement	06
	Policy Context	07
	Planning Context	07
	Consultation	07
2	CONTEXT	10
	Our Place in Greater Sydney	12
	Our Community	14
	Our Environment	16
	Our Great Places	18
	Our Challenges	22
3	MOSMAN: A VISION	24
4	ACHIEVING OUR VISION: PLANNING PRIORITIES AND ACTIONS	28
	Infrastructure and Collaboration	34
	Liveability	38
	Productivity	50
	Sustainability	56
A	APPENDIX	66
	References	68
	Relationship to Other Plans	70
	Additional Maps	72
	FIGURES	
	Figure 1 - Role of the Local Strategic Planning Statement: Strategic-led planning framework	06
	Figure 2 - Mosman in Context	13
	Figure 3 - Location Map: Mosman	21
	Figure 4 - Structure Plan: Mosman	27
	Figure 5 - Coastal Sensitive Land	73
	Figure 6 - Natural Hazards	74
	Figure 7 - Heritage	75
	TABLES	
	Table 1 - Line-of-Sight Between Mosman Planning Priorities and State Strategic Plans	08





INTRODUCTION

- ABOUT THIS STATEMENT
- PURPOSE OF THIS STATEMENT
- POLICY CONTEXT
- PLANNING CONTEXT
- CONSULTATION

ABOUT THIS STATEMENT

The Mosman Local Strategic Planning Statement ('this Statement') sets out the 20-year vision for land use planning in Mosman, outlining how growth and change will be managed to maintain the high levels of environmental amenity, liveability and landscape quality that characterises Mosman. It identifies the special characteristics that contribute to Mosman's local identity and recognises the shared community values to be maintained and enhanced.

This Statement identifies 16 Planning Priorities to achieve the Council's vision for Mosman, along with actions and the means for monitoring and reporting on the delivery of the actions.

It is consistent with the NSW Government's strategies and plans for land use planning in Greater Sydney - the Greater Sydney Region Plan, *A Metropolis of Three Cities*, and *North District Plan* released by the Greater Sydney Commission in March 2018, along with the *Future Transport Strategy 2056* and *Greater Sydney Services and Infrastructure Plan* - and is aligned with Council's Community Strategic Plan, *MOSPLAN 2018-2028*.

PURPOSE OF THIS STATEMENT

Greater Sydney's population is projected to increase (from 4.7 million) to 6.4 million people by 2036, and to 8 million people by 2056 (*North District Plan*, 2018). To manage this growth and change, the Greater Sydney Region Plan sets out a 40-year vision and 20-year plan integrating land use, transport and infrastructure planning.

All councils within NSW are required to prepare a local strategic planning statement to act as a link between the strategic priorities identified at a regional or district level, and the finer-grained planning at a local level expressed in council's local environmental plan and development control plans, to ensure consistency in strategic planning approaches. See Figure 1.

The link or line-of-sight between Council's 16 Planning Priorities and the Greater Sydney Region Plan and North District Plan is illustrated in Table 1 on the following pages.



Figure 1 - Role of the Local Strategic Planning Statement: Strategic-led planning framework
Source: Department of Planning and Environment, 2018, LSPS Guideline for Councils

POLICY CONTEXT

This Statement has been prepared in accordance with section 3.9 of the *Environmental Planning and Assessment Act 1979* (the Act) which requires that it include or identify the following:

- a. the basis for strategic planning in the area, having regard to economic, social and environmental matters,
- b. the planning priorities for the area that are consistent with any strategic plan applying to the area and (subject to any such strategic plan) any applicable community strategic plan under section 402 of the *Local Government Act 1993*,
- c. the actions required for achieving those planning priorities,
- d. the basis on which the council is to monitor and report on the implementation of those actions.

PLANNING CONTEXT

Local strategic planning statements are a pivotal tool for local strategic planning in NSW, and will shape how a local environmental plan and development control plan evolve to reflect the Council and community's vision for an area.

A local environmental plan is the principal legal document prepared by Council for controlling development and guiding planning decisions, and includes land use zones, development standards and other provisions. A development control plan provides more detailed planning and design guidelines.

Most proposed development in Mosman is assessed under the local environmental plan and development control plans through the development application process.

Notwithstanding, under the NSW planning system the provisions of a local environmental plan and development control plan, and vision of a local strategic planning statement, may be overridden by a state environmental planning policy prepared by the NSW Government to deliver on State-wide principles.

CONSULTATION

Council prepared this Statement by building upon the results of extensive engagement undertaken in developing Council's Community Strategic Plan, MOSPLAN, during 2017-2018, including community feedback regarding what residents most like and dislike about Mosman, and what residents would like to see retained and changed.

Workshops were held with Councillors in late 2018 and early 2019 to confirm the values and planning direction for Mosman articulated in Council's strategic plans.

The draft Mosman Local Strategic Planning Statement was publicly exhibited for a period of six weeks from 27 June to 7 August 2019. Over 650 submissions received, and feedback from 80 attendees at a public meeting held on 24 July 2019, informed the final draft Statement presented to Council.

The Greater Sydney Commission, NSW Department of Planning and Environment and other relevant State Government agencies were also consulted with as part of a series of technical working group meetings and other workshops held throughout 2018 and 2019.

		Infrastructure and Collaboration			Liveability	
NSW Government Greater Sydney Region Plan –Directions		A city supported by infrastructure	A collaborative city	A city for people	Housing the city	A city of great places
		Direction 1 Infrastructure supporting new developments	Direction 2 Working together to grow a Greater Sydney	Direction 3 Celebrating diversity and putting people at the heart of planning	Direction 4 Giving people housing choices	Direction 5 Designing places for people
NSW Government North District Plan – Applicable Planning Priorities		Planning Priority N1 Planning for a city supported by infrastructure	Planning Priority N2 Working through collaboration	Planning Priority N3 Providing services and social infrastructure to meet people’s changing needs Planning Priority N4 Fostering healthy, creative, culturally rich and socially connected communities	Planning Priority N5 Providing housing supply, choice and affordability with access to jobs, services and public transport	Planning Priority N6 Creating and renewing great places and local centres, and respecting the District’s heritage
		Planning Priority 1 Ensure that development is supported by infrastructure.	Planning Priority 2 Work together with Government agencies and other stakeholders to promote good outcomes for Mosman.	Planning Priority 3 Provide a range of facilities and services to meet community needs, and foster a culturally rich, creative and socially connected Mosman community. Planning Priority 4 Design and provide places and spaces that are healthy to live in, to work in and to visit.	Planning Priority 5 Provide diverse housing choices and opportunities to meet changing demographics and population needs, with housing growth in the right locations. Planning Priority 6 Ensure that building design and construction is of high quality, and maintains resident amenity.	Planning Priority 7 Enhance local and neighbourhood centres as great, connected places, whilst maintaining the village atmosphere in Mosman Junction and neighbourhood centres. Planning Priority 8 Protect and conserve the natural, built and Aboriginal cultural heritage of Mosman.

Table 1 - Line-of-Sight Between Mosman Planning Priorities and State Strategic Plans

Productivity

Sustainability

A well connected city	Jobs and skills for the city	A city in its landscape	An efficient city	A resilient city
<p>Direction 6 Developing a more accessible and walkable city</p>	<p>Direction 7 Creating the conditions for a stronger economy</p>	<p>Direction 8 Valuing green spaces and landscape</p>	<p>Direction 9 Using resources wisely</p>	<p>Direction 10 Adapting to a changing world</p>
<p>Planning Priority N7 Growing a stronger and more competitive Harbour CBD</p> <p>Planning Priority N12 Delivering integrated land use and transport planning and a 30-minute city</p> <p>Planning Priority N14 Leveraging inter-regional transport connections</p>	<p>Planning Priority N11 Retaining and managing industrial and urban services land</p> <p>Planning Priority N13 Supporting growth of targeted industry sectors</p>	<p>Planning Priority N15 Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways</p> <p>Planning Priority N16 Protecting and enhancing bushland and biodiversity</p> <p>Planning Priority N17 Protecting and enhancing scenic and cultural landscapes</p> <p>Planning Priority N19 Increasing urban tree canopy cover and delivering Green Grid connections</p> <p>Planning Priority N20 Delivering high quality open space</p>	<p>Planning Priority N21 Reducing carbon emissions and managing energy, water and waste efficiently</p>	<p>Planning Priority N22 Adapting to the impacts of urban and natural hazards and climate change</p>
<p>Planning Priority 9 Improve access to, from and within Mosman, and encourage active transport.</p> <p>Planning Priority 10 Reimagine the Spit-Military Roads Corridor to improve function, amenity and accessibility in response to the Western Harbour Tunnel and Beaches Link.</p>	<p>Planning Priority 11 Support the local economy and manage visitation sustainably to protect local amenity and Mosman's natural and built environment.</p>	<p>Planning Priority 12 Protect, conserve and enhance Mosman's urban tree canopy, landform, waterways and bushland.</p> <p>Planning Priority 13 Protect, conserve and enhance the natural, visual, environmental and heritage qualities of Mosman's foreshore scenic area, and significant views to and from foreshore slopes.</p> <p>Planning Priority 14 Provide land and waterbased recreational opportunities within Mosman.</p>	<p>Planning Priority 15 Manage energy, water and waste efficiently to ensure a sustainable urban environment.</p>	<p>Planning Priority 16 Adapt to and mitigate against the impacts of natural and urban hazards and climate change.</p>

Note: Some of the North District Plan's planning priorities are not relevant as Mosman is not an area identified as being subject to significant growth and change. There are no Collaboration Areas, Growth Areas, Planning Precincts, Education and Health Precincts, Strategic Centres or rural areas in Mosman. Only those planning priorities applicable to Mosman are shown in the above table.





CONTEXT

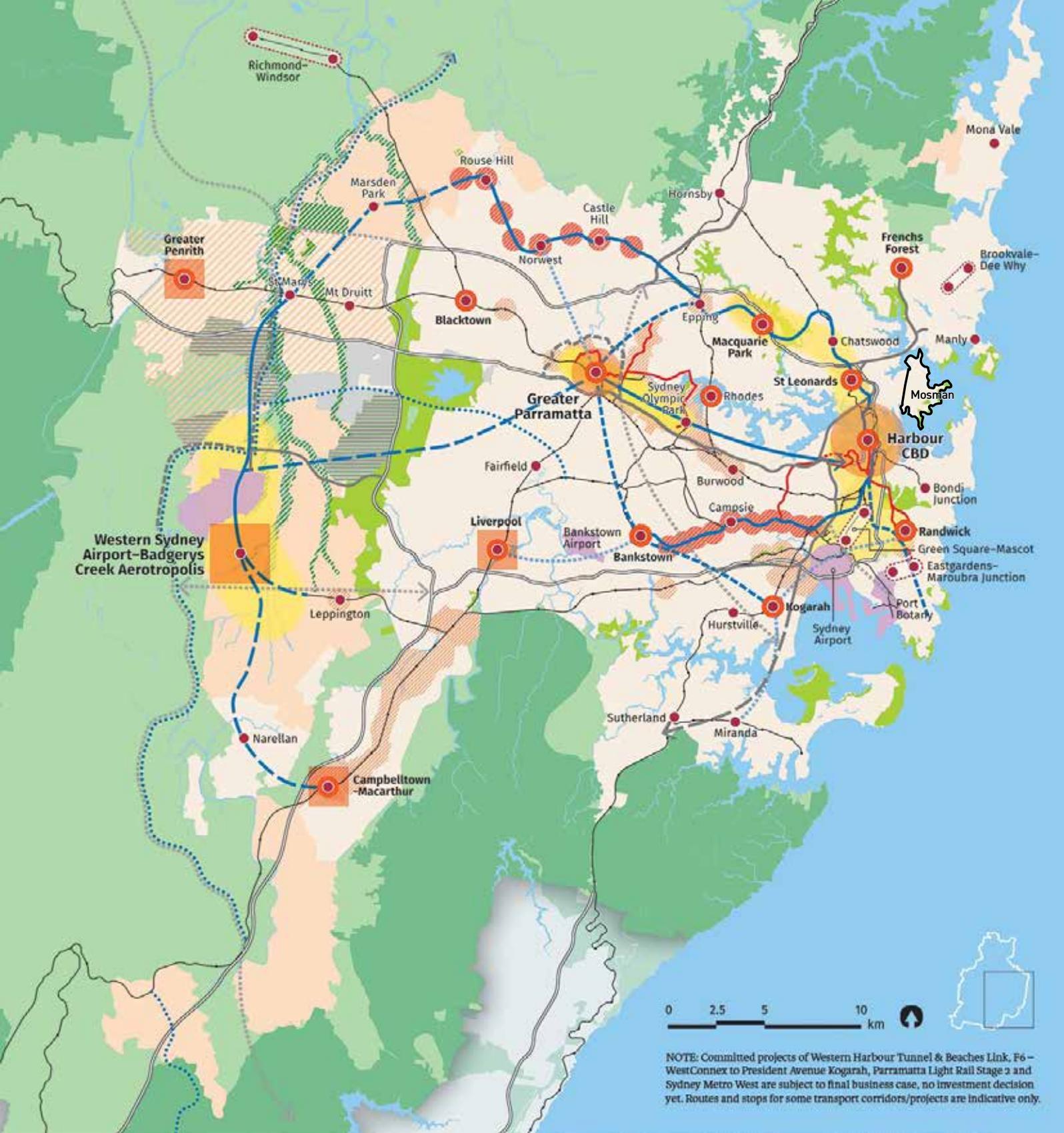
- OUR PLACE IN GREATER SYDNEY
- OUR COMMUNITY
- OUR ENVIRONMENT
- OUR GREAT PLACES
- OUR CHALLENGES

OUR PLACE IN GREATER SYDNEY

Mosman is a small urban area of 8.52 km² located north-east of the Sydney CBD and largely bounded by Sydney Harbour, which is widely recognised as one of the most beautiful urban harbours in the world and the gateway to Sydney. Mosman shares its boundaries with North Sydney Local Government Area (LGA) to the west, and Northern Beaches LGA to the north connected via the Spit Bridge.

The area's history began with the Borogegal and Cammeragal people, with later European settlement including a diverse range of activities such as convict farms, whaling, sandstone quarrying, artists' camps, housing and military fortifications. Today, Mosman is an established residential area renowned for its period housing and modern architecture, high street shopping, landscape and scenic qualities, harbour views and regional attractors such as Taronga Zoo, Balmoral Beach and Sydney Harbour National Park.

Within a broader context, Mosman is identified in the Greater Sydney Region Plan as being part of the North District of Greater Sydney - along with Hornsby, Hunter's Hill, Ku-ring-gai, Lane Cove, North Sydney, Northern Beaches, Ryde and Willoughby LGAs - and being located within the Eastern Harbour City. Both the Greater Sydney Region Plan and North District Plan identify a number of areas subject to a high level of growth and change over the next 20 years (see Figure 2), however none are located within Mosman, reflecting the geography, infrastructure capacity, constraints and existing density of the municipality.



- | | | | | | | | |
|--|--------------------------------|--|--|--|---|--|--------------------------------|
| | Metropolitan Centre | | Transit Oriented Development | | South Creek Parkland Investigation | | Light Rail |
| | Metropolitan Cluster | | Urban Renewal Area | | Waterways | | Light Rail Investigation |
| | Health and Education Precinct | | Greater Penrith to Eastern Creek Growth Area | | Train Station | | Motorway |
| | Strategic Centre | | Urban Investigation Area | | Committed Train Link | | Committed Motorway |
| | Economic Corridor | | Urban Area | | Train Link/Mass Transit Investigation 0-10 years | | Road Investigation 0-10 years |
| | Trade Gateway | | Protected Natural Area | | Train Link/Mass Transit Investigation 10-20 years | | Road Investigation 10-20 years |
| | Western Sydney Employment Area | | Metropolitan Rural Area | | Train Link/Mass Transit Visionary | | Road Visionary |
| | Land Release Area | | Major Urban Parkland including National Parks and Reserves | | Freight Rail Investigation | | Mosman LGA Boundary |

Figure 2 – Mosman in Context. Source: Greater Sydney Region Plan 2018

OUR COMMUNITY

Mosman is home to 30,215 people¹, with more female (53.7%) residents than male (46.3%). Compared with Greater Sydney, Mosman has an older population with more residents living alone. Mosman's population has a median age of 42 years, 19% of the population is aged 65 years and over, and 27.4% of households are occupied by a lone person. By comparison, Greater Sydney's median age is 36 years, 13% of the population is aged 65 years and over, and 20.4% of households are occupied by a lone person. The average household size in Mosman is 2.3 people, compared to 2.7 for Greater Sydney.

Mosman is an educated and wealthy area, with residents having achieved higher levels of qualifications, more likely to be employed as professionals and managers, earning significantly higher incomes and paying more for housing than compared with Greater Sydney. Around one-third of Mosman residents were born overseas, mostly from English-speaking countries. A small proportion of residents require help due to a disability.

Mosman has experienced relatively small population growth in recent years. This trend is expected to continue, with a projected population of 32,250 by 2036. The most significant demographic shifts are likely to be in the population's age structure as the proportion of residents aged 60 years and over (and particularly those aged 70 years and over) continues to grow.

¹ Statistics in the above text sourced from 2016 Census results, Mosman Council area, Community Profile, Estimated Resident Population

MOSMAN IN 2016

(2016 Census¹)



30,215
population



19%
population
aged 65
and over



42 years
median age



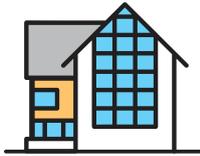
29.6%
couples with
children
households



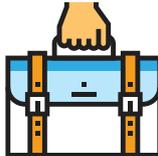
25.8%
couples
without
children
households



27.4%
lone (single)
person
households



average 2.3
people per
household



14,000
workers



63.5%
have occupation
of professionals
or manager



44.5%
households earn
a high income



33%
live and work
in Mosman



48.8%
residents aged
15 years and over
with a Bachelor
or Higher Degree

MOSMAN IN 2036

(2016 Department of Planning & Environment NSW and LGA Population and Household Projections)



↑ **32,250**
population



↑ **24%**
population aged
65 and over



6.7%
population
growth 2016-2036



↓ **average 2.24**
people per
household

OUR ENVIRONMENT

Mosman is an area of great natural beauty, with 22 kilometres of irregular shoreline (comprising 89% of the municipal boundary) including rugged headlands, sandstone cliffs, bays and 5 hectares of beaches, with the land rising uniformly in fairly well-defined ridges to converge as a central plateau, interspersed with natural bushland.

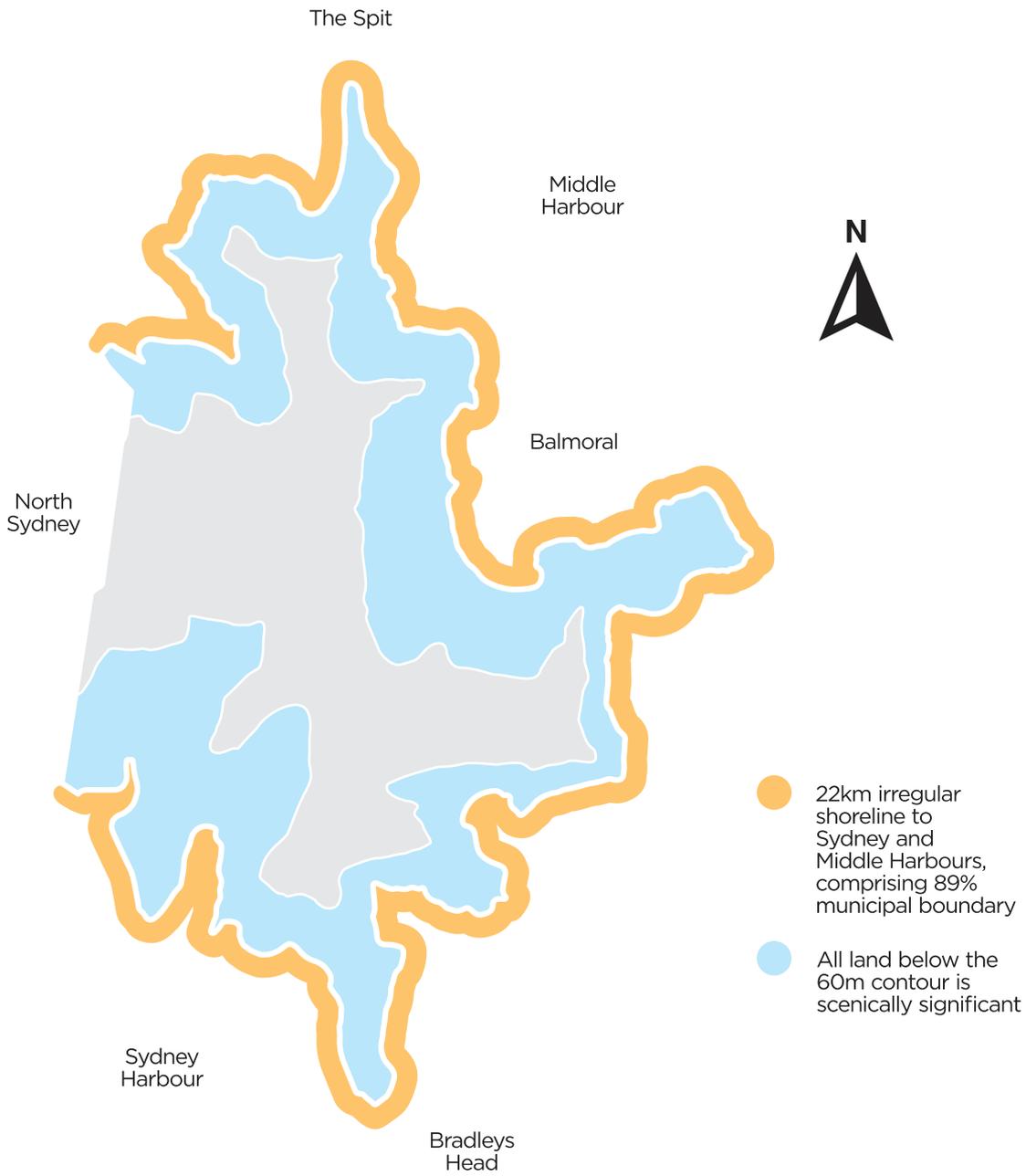
Sydney Harbour shapes Sydney's identity and image like no other natural feature in the city, making it an important natural asset to the people of Sydney, NSW and beyond. Mosman, being prominently located within Sydney Harbour spearheaded with Middle Head and across from North and South Heads, is an integral part of this landscape and highly visible from both surrounding waterways and land areas across the water.

All foreshore land in Mosman at or below the 60 metre contour line is identified as being scenically significant given its importance to Sydney and Middle Harbours, and is subject to clause 6.4 Scenic Protection of Mosman Local Environmental Plan 2012. Refer to the figure on the opposite page, and to Figure 5 within the Appendix.

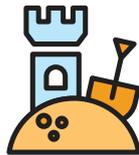
The foreshore lands and their relationship to Sydney and Middle Harbours have long been recognised in State and local planning as important to be maintained for future generations. These include State Planning Authority studies in the 1960s and 70s, and Sydney Regional Environmental Plans No. 23 - Sydney and Middle Harbours (1990) and Sydney Harbour Catchment (2005).

Council studies in the 1990s identified the 200 foot (60 metre) contour line as the benchmark for significant views to and from the harbour where visual considerations were paramount, and were the basis for a suite of planning controls introduced into Mosman's Local Environmental Plan and Development Control Plans in the mid-1990s to consider the visual impact of proposed development and reinforce the dominance of landscape over built form.

Around 25% of Mosman's land area (220 hectares) is comprised of open space that is owned or managed by Council or Crown agencies including large foreshore lands, unmade road reserves, Sydney Harbour National Park and former military lands at Middle Head managed by the Sydney Harbour Federation Trust. Mosman's bushland provides high biodiversity value and habitat; around 74% of Council managed bushland areas have greater than 90% native vegetation cover.



25% land area is open space and bushland



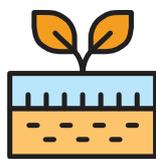
5 hectares of beaches



8,000 street trees over 3m high



2.6km² bushfire prone land



0.6km² land potentially affected by acid sulphate soils

OUR GREAT PLACES

Mosman is a predominantly residential area with neighbourhoods comprising a mix of heritage buildings and modern architecture, with spectacular views of the harbour and city glimpsed between buildings and along roads. Landscaped gardens and tree-lined streets provide a high level of amenity, dominating the built form particularly on the foreshore slopes. Residential zoned land comprises 63% of Mosman's land area (that is, 5.4 km², or 4.1 km² excluding roads).

Intensive development during the late 1800s and early 1900s established the pattern of subdivision and estate development which still characterises Mosman today. During the late 1920s and early 1930s, Mosman was a popular location for unit developments, with a resurgence in unit development during the period 1960-1980 and mid-1990s, and a steady increase continuing today. This contributes to Mosman's high proportion of medium and high-density dwellings (over 65%), compared with Greater Sydney (44%).²

There is no surplus land in Mosman and all housing growth is in the form of infill development. Mosman's 13,220 private dwellings are a mix of:²

- separate houses (33.6%),
- medium-density dwellings (i.e. semi-detached dwellings, townhouses) (26%) and
- high-density dwellings (i.e. flats, apartments) (39.6%).

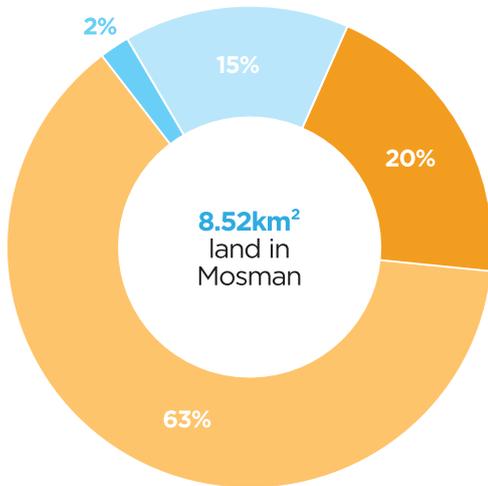
Spit Junction is Mosman's primary local centre located at the Spit-Military Roads intersection, comprising a public transport hub, Bridgepoint shopping centre and other retail and commercial land uses³. Retail and commercial activity is also found within Mosman Junction - a renowned heritage-listed Federation high-street with specialty fashion stores along Military Road (east) - and Cremorne Junction which extends in the North Sydney LGA.

The municipality supports several smaller neighbourhood centres, a commercial lands corridor along Military Road (west) and boating industry at The Spit. Business zoned land comprises just 2% of Mosman's land area (less than 0.2 km²). There is no industrial zoned land in Mosman.

² 2016 Census results, Mosman Council area, Community Profile

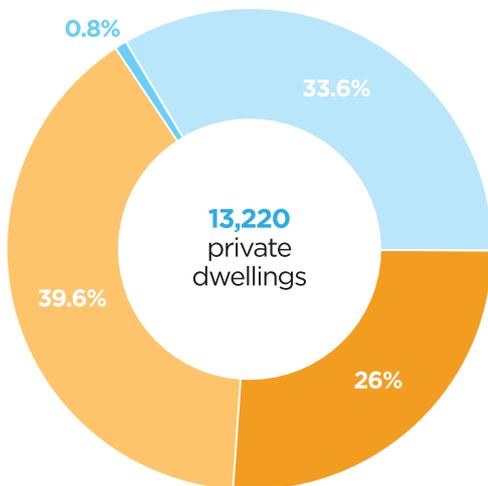
³ Spit Junction is the only "local centre" in Mosman as defined in the North District Plan

⁴ NSW Department of Family and Community Services, Sales Tables June Quarter 2018



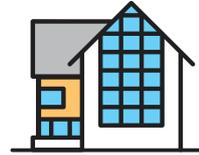
- residential zone
- open space zone
- special use zone
- business zone

(Mosman Local Environmental Plan 2012)



- high-density
- medium-density
- separate houses
- other

(2016 Census ²)



34.2%
households without a mortgage

24.8%
households with a mortgage

32.3%
households renting

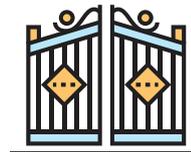
(2016 Census ²)



\$3.5 million
median house price

\$1 million
median unit price

(June Quarter 2018 ⁴)



500+
heritage items

13
heritage conservation areas (comprising 1,309 lots)

(Mosman Local Environmental Plan 2012)

Mosman has a supporting role in Sydney's productivity, with most of the 8,711 people² who work in Mosman employed in the retail trade, professional services, health care, food services and education industries. Employment opportunities are found in the business centres and non-business lands including at Taronga Zoo, HMAS Penguin, public and private schools, and within the sharing economy.

Of Mosman's resident workforce (14,001)², most travel to the significant metropolitan centres of North Sydney and Sydney CBD for employment (51.5%) whilst 20.7% remain in Mosman for work. Of those who travel for work, 38.8% use public transport, bicycle or walk to work, and workers commute 8.5km to work on average.

The community is supported by seven schools and various community facilities including a seniors' centre, meals on wheels service, youth centre, art gallery and venues for hire. The main public hospital servicing Mosman residents is Royal North Shore Hospital in St Leonards (within the North Sydney LGA). Recreational facilities in Mosman include five sports grounds, Marie Bashir Indoor Sports Centre, a swim centre, facilities for lawn bowls, tennis and netball, playgrounds, a skate park, sea baths, dog off leash areas and bushland walking trails.

Taronga Zoo is a significant tourism attractor to the Mosman area, along with Balmoral Beach, Mosman Junction high street, Sydney Harbour National Park and Trust lands. HMAS Penguin occupies a large land holding (around 16 hectares) in Mosman's east overlooking Balmoral.

Spit and Military Roads form a primary arterial corridor connecting the Northern Beaches with the Sydney CBD and accommodates around 69,000 vehicles a day⁵ across the Spit Bridge. State Government bus and ferry services provide access to, from and within Mosman.

² 2016 Census results, Mosman Council area, Community Profile

⁵ Beaches Link Project Update July 2018, NSW Government

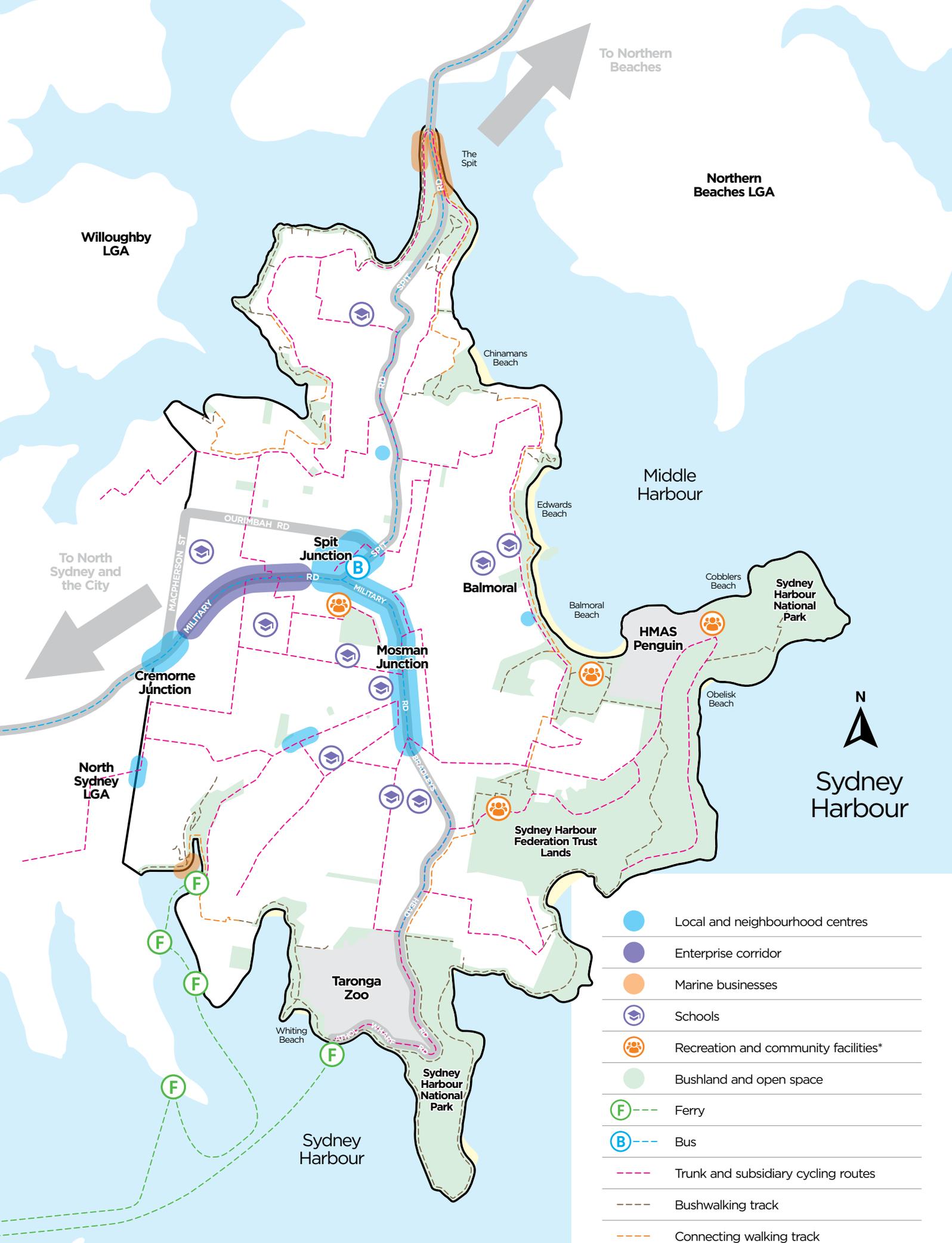


Figure 3 – Location Map: Mosman

-  Local and neighbourhood centres
 -  Enterprise corridor
 -  Marine businesses
 -  Schools
 -  Recreation and community facilities*
 -  Bushland and open space
 -  Ferry
 -  Bus
 -  Trunk and subsidiary cycling routes
 -  Bushwalking track
 -  Connecting walking track
- *These are a few indicative locations

OUR CHALLENGES

The most significant challenges in land use planning facing Council include meeting future housing demands within the limits of available land whilst preserving Mosman's distinctive character and special sense of place, as well as ensuring an adequate capacity of infrastructure to support the growth in population, particularly regional population growth and the road network.

The North District Plan sets five-year housing targets for the district based on the Districts' dwelling needs and existing opportunities to deliver supply. Mosman's five-year housing supply target for the period July 2016 to July 2021 is 300 additional dwellings reflecting the geography, constraints and existing density of the Mosman area.

Maintaining this rate of housing supply is reasonable and supported for the following reasons:

Small Land Area

Mosman is one of the smallest local government areas in Greater Sydney, measuring 8.52 km² in area, with around 63% of this land area (5.4 km²) zoned for residential use, and a further 2% zoned for mixed business/residential use (0.18 km²) – or around 4.21 km² in total excluding roads.

No Surplus Land

There is no surplus land for housing in Mosman; the remaining 35% of land is zoned for recreation, special use or environmental conservation. Large land holdings include Sydney Harbour National Park, Taronga Zoo and Commonwealth lands utilised by HMAS Penguin and the Sydney Harbour Federation Trust.

Existing Dwelling Stock

Mosman is an established urban area with medium and high-density dwellings (i.e. semi-detached dwellings, townhouses, units, flats) comprising over 65% of its housing stock. This is a result of intensive development during the late 1800s and early 1900s, the popularity of unit developments during the 1920-1930s, 1960-1980 and mid-1990s, and its steady continuation today, which is resulting in a reduction in the number of separate houses as more infill unit development occurs.

Mosman has a considerably higher proportion of medium and high-density dwellings (over 65%) compared with Greater Sydney (44%) and the North District (47%).

Varied Landform and Natural Hazards

Mosman's varied topography of rugged headlands, well-defined ridges, steep foreshore slopes and valleys, along with natural hazards of bushfire, coastal processes and acid sulphate soils, are constraints to development.

There are 2.57 km² of bushfire prone land and 0.57 km² of land affected by acid sulphate soils in Mosman, along with 22 kilometres of shoreline to Sydney and Middle Harbours.

All land at or below the 60 metre contour line is identified as being of scenic significance given its important relationship with Sydney and Middle Harbours.

(Refer to Figure 5 - Coastal Sensitive Lands and Figure 6 - Natural Hazards in the Appendix).

Extensive Heritage

Mosman has over 500 Heritage Items and 13 Heritage Conservation Areas (comprising around 1,309 lots) recognised as important to be retained for future generations, including buildings, gardens, archaeological sites, roads and areas which define the stages of European settlement from the earliest days of the colony in the 1700s to the beginning of the twentieth century. (Refer to Figure 7 - Heritage in the Appendix).

Numerous Aboriginal sites are also identified predominantly within national parks and on public land. Protecting identified sites is imperative as Greater Sydney undergoes growth and change.

Poor Road Capacity

Access is a significant issue in Mosman. Spit-Military Roads is one of the most congested roads in NSW, linking the Northern Beaches to North Sydney and CBD, with 69,000 vehicles a day (2018) crossing the Spit Bridge along with 43 bus routes. This is forecast to increase to 80,000 vehicles a day by 2037. Council studies confirm the lack of capacity on the road network for additional traffic, yet with projected growth in particular on the Northern Beaches, demand will continue to increase.

This lack of capacity creates a barrier to future growth and limits opportunities beyond what is provided for under Mosman's Local Environmental Plan. The proposed Western Harbour Tunnel and Beaches Link, if constructed, would result in some traffic reduction however the project would not be completed until at least 2026.

Limited Capacity of Other Infrastructure

The capacity of other infrastructure to accommodate increased demand is also a challenge, for example, public open space in Mosman is at or near capacity with limited space for growth, and high land prices preclude the purchase of land to provide additional open space. Mosman's natural and landscape assets and landmarks play a district and region-wide role; this needs to be managed in the context of Greater Sydney's population growth.

Minimal Population Growth Projected

Population projections indicate minimal growth in Mosman with an additional 2,035 people anticipated in the municipality by 2036 (6.7% growth over the period 2016-2036, or 0.3% per annum), and growth in the proportion of those aged over 60 years. These projections support maintaining the current dwelling target of an additional 300 dwellings over a five-year period. An increasing proportion of Mosman's housing supply will need to be suitable to accommodate older residents.

Identified Role within Greater Sydney

Mosman is not identified as an area subject to significant growth and change under the Greater Sydney Region Plan or North District Plan. There are no Collaboration Areas, Growth Areas, Planning Precincts, Education and Health Precincts, Strategic Centres or rural areas in Mosman. Mosman has only one 'local centre' (Spit Junction) as defined under the North District Plan.





**MOSMAN:
A VISION**



MOSMAN: A VISION

Over the next 20 years as Mosman grows and changes to meet community needs, a key priority for Council will be to maintain the high levels of environmental amenity, liveability and landscape quality that characterises Mosman.

Housing opportunities and choice will continue to be provided to cater for changing demographics and population needs, ensuring that resident amenity is maintained. Housing growth will be in the form of infill development within medium density residential and business zones, close to public transport, shops and services, such as within Spit Junction and along the Spit/Military Roads corridor. The scale of development will respect the human scale of neighbourhoods and the established character – consistent with the current two storeys along the foreshore slopes and up to five storeys within centres – appropriate to environmental and infrastructure constraints.

Mosman's heritage will be protected and conserved; development will be of high-quality design and construction. A dominance of landscape over built form will be enhanced particularly along the foreshore slopes, with good design ensuring views to and from Sydney Harbour are protected in order to maintain Mosman's landscape amenity.

Neighbourhood and local centres will support the community as great, connected places. The village atmosphere and character of centres will be retained as Mosman grows and changes to meet community needs. There is opportunity to renew and revitalise centres to improve accessibility, amenity and viability, particularly Spit Junction. Employment opportunities will be provided throughout the municipality in centres, within the commercial corridor of Military Road and within marinas and related boating industries.

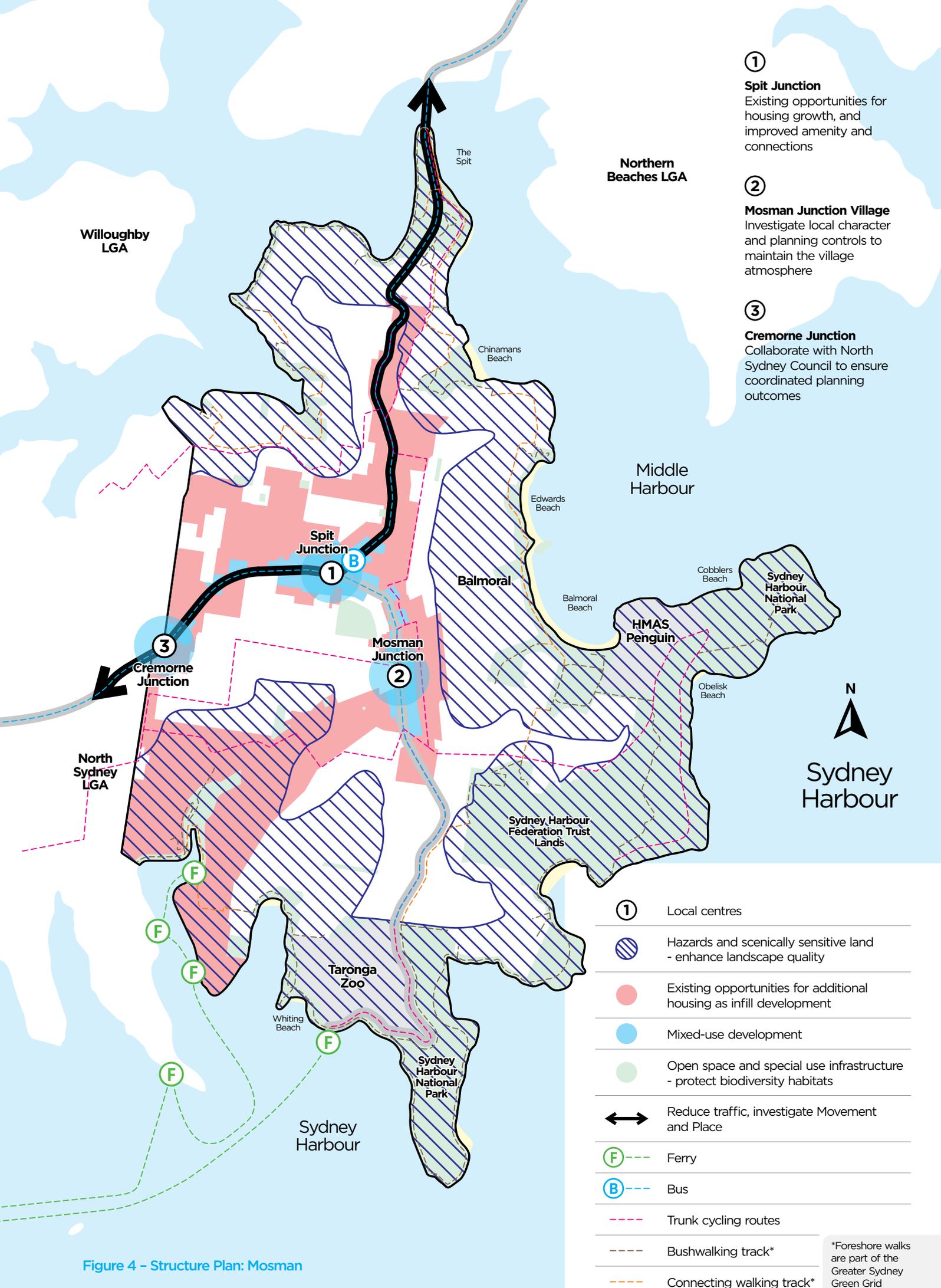
Tourism will continue to play an important role in Mosman's productivity and employment with key attractors including Taronga Zoo, Balmoral Beach and others, Sydney Harbour Federation Trust lands, national parks and harbour walking trails. Artistic and creative enterprises and facilities will be encouraged.

Improved traffic solutions to ease congestion within the Spit/Military Roads corridor will continue to be advocated for. Sustainable transport, such as buses, ferries, cycling and walking will be encouraged for a healthy, active community. Council will be responsive to flexible and innovative solutions.

Management of existing open spaces will continue to be important given there is little opportunity to create additional open space. Parks, sports fields, bush walking tracks, harbour beaches and other public spaces will be maintained and enhanced to support the community healthy lifestyle, offering passive and active recreational opportunities. The community will be further supported by infrastructure that responds to their needs, for example, seniors' centre, youth centre, child care centres, schools, as well as emergency and health services.

The natural beauty and landform of Mosman will be protected, maintained and enhanced. National parks and bushland reserves will provide important biodiversity habitat, with corridors and links supporting local wildlife. Harbour beaches will be clean and water quality monitored. Mosman's environmental heritage – built, Aboriginal and landscape – will be recognised, valued and protected, providing the community with a sense of living history and a physical link to the work and way of life of earlier generations.

The effects of climate change and natural hazards will be managed through good planning, ensuring resilience and a sustainable urban environment. Waste outcomes will be safe, efficient and cost effective, maximise recycling, and well-planned waste infrastructure will contribute to the built form and liveability of the community. Tree coverage will be enhanced to mitigate the heat island effect and maintain the landscape amenity of Mosman.



- ① **Spit Junction**
Existing opportunities for housing growth, and improved amenity and connections
- ② **Mosman Junction Village**
Investigate local character and planning controls to maintain the village atmosphere
- ③ **Cremorne Junction**
Collaborate with North Sydney Council to ensure coordinated planning outcomes

- ① Local centres
- Hazards and scenically sensitive land - enhance landscape quality
- Existing opportunities for additional housing as infill development
- Mixed-use development
- Open space and special use infrastructure - protect biodiversity habitats
- Reduce traffic, investigate Movement and Place
- Ferry
- Bus
- Trunk cycling routes
- Bushwalking track*
- Connecting walking track*

Figure 4 - Structure Plan: Mosman

*Foreshore walks are part of the Greater Sydney Green Grid





ACHIEVING OUR VISION: PLANNING PRIORITIES AND ACTIONS

- INFRASTRUCTURE AND COLLABORATION
- LIVEABILITY
- PRODUCTIVITY
- SUSTAINABILITY

ACHIEVING OUR VISION

Planning Priorities

To achieve the 20-year vision for Mosman, Council has identified 16 Planning Priorities to indicate the focus of future strategic planning work in Mosman. These are outlined on the following pages.

Mosman's Planning Priorities are consistent with the:

- Directions of the Greater Sydney Region Plan
- Planning priorities of the North District Plan, and
- Strategic direction for Mosman expressed in Council's Community Strategic Plan, *MOSPLAN 2018-2028*.

An explanation of the rationale or basis for each Planning Priority is provided, noting challenges and opportunities for Council.

Actions

Mosman's Planning Priorities will be delivered through actions to be undertaken by Council over the coming years. These may include:

- the research of identified planning issues, preparation of strategies or policies
- implementation of specific projects, or
- amendment to existing Council plans such as Mosman's Local Environmental Plan or Development Control Plans.

Many actions identified will involve collaboration with Government agencies, local councils and other stakeholders to achieve the best outcomes for Mosman.

The timeframe in which each action will be commenced and/or completed is identified on the following pages. A key to actions follows:

- O Ongoing as required and as opportunities arise
- S Short-term (0-5 years)
- M Medium-term (6-10 years)
- L Long-term (11-20 years)

Implementation, Monitoring and Reporting

Council will monitor and report on the implementation of the actions identified in this Statement to ensure that the Planning Priorities are being achieved.

The measures that Council will consider in monitoring the delivery of actions are outlined on the following pages. Progress towards achieving these measures will, as much as possible, be aligned to other Council review and reporting processes such as:

- Review of Mosman's -
 - Local Environmental Plan (every five years)
 - Development Control Plans (every five years)
 - Local Housing Strategy (every seven years)
- MOSPLAN review (every four years) and reporting (i.e. annual report, quarterly progress reports, and end of term report)
- State of the Environment (SoE) report (annually)

This approach is consistent with the Integrated Planning and Reporting (IP&R) framework under the *Local Government Act 1993*, which recognises that council plans and policies are inter-connected.

This Statement will be reviewed at least every seven years pursuant to section 3.9(1) of the Act.

Relationships to Other Plans

The consistency of Mosman's Planning Priorities to the Directions (D) of the Greater Sydney Region Plan, Planning Priorities (N) of the North District Plan, and Strategic Direction (SD) of Council's Community Strategic Plan, MOSPLAN, is noted on the following pages, and further expanded upon in the Appendix to this Statement.

Table 1 earlier in this Statement provides a useful line-of-sight to the NSW Government's strategic plans.

PLANNING PRIORITIES



Infrastructure and Collaboration

Planning Priority 1

Ensure that development is supported by infrastructure.

Planning Priority 2

Work together with Government agencies and other stakeholders to promote good outcomes for Mosman.



Liveability

Planning Priority 3

Provide a range of facilities and services to meet community needs, and foster a culturally rich, creative and socially connected Mosman community.

Planning Priority 4

Design and provide places and spaces that are healthy to live in, to work in and to visit.

Planning Priority 5

Provide diverse housing choices and opportunities to meet changing demographics and population needs, with housing growth in the right locations.

Planning Priority 6

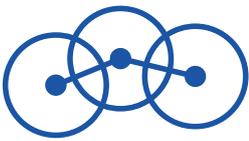
Ensure that building design and construction is of high quality, and maintains resident amenity.

Planning Priority 7

Enhance local and neighbourhood centres as great, connected places, whilst maintaining the village atmosphere in Mosman Junction and neighbourhood centres.

Planning Priority 8

Protect and conserve the natural, built and Aboriginal cultural heritage of Mosman.



Productivity

Planning Priority 9

Improve access to, from and within Mosman, and encourage active transport.

Planning Priority 10

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

Planning Priority 11

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



Sustainability

Planning Priority 12

Protect, conserve and enhance Mosman's urban tree canopy, landform, waterways and bushland.

Planning Priority 13

Protect, conserve and enhance the natural, visual, environmental and heritage qualities of Mosman's foreshore scenic area, and significant views to and from foreshore slopes.

Planning Priority 14

Provide land and water-based recreational opportunities within Mosman.

Planning Priority 15

Manage energy, water and waste efficiently to ensure a sustainable urban environment.

Planning Priority 16

Adapt to and mitigate against the impacts of natural and urban hazards and climate change.

INFRASTRUCTURE AND COLLABORATION

Planning Priority 1

Ensure that Mosman is supported by infrastructure.

Rationale

The Greater Sydney Region Plan identifies that Greater Sydney's population is forecast to grow from 4.7 million to 8 million people by 2056, necessitating an estimated 725,000 additional dwellings over the next 20 years, along with an additional 817,000 jobs, and significant investment in infrastructure.

Whilst Mosman is not the focus of significant population growth and change under the State's plans, given its proximity to the Sydney CBD and Eastern Economic Corridor, and location between the growing Northern Beaches and North Sydney LGAs, change within these areas will have an impact within Mosman with further demand placed on the road network, public transport (bus and ferry services), open spaces, schools, community facilities, utilities and the like.

The Greater Sydney Region Plan identifies existing State Government infrastructure investment within or affecting Mosman, including:

- cultural investment in Taronga Zoo,
- public transport investment in the B-Line bus service (Mona Vale-City), and
- road investment in the Western Harbour Tunnel and Beaches Link.

Local investment in infrastructure is identified within Council's Community Strategic Plan, MOSPLAN 2018-2028. This includes projects such as:

- Bradleys Head Road to the Zoo Footpath extension
- Expanded decorative lighting in retail/civic precincts
- Mosman Swim Centre Refurbishment
- Lighting of Netball Courts at Drill Hall Common
- Active Transport Cycle Works
- General programs for open space works, building works, footpath works, roadworks and retaining wall maintenance/improvements
- Allan Border Oval Pavilion



Actions	Timing
1. Advocate for State Government investment in infrastructure in Mosman in response to anticipated population growth and change within Greater Sydney, including but not limited to investment in road infrastructure to reduce traffic congestion and in public transport.	O
2. Support the construction of the Western Harbour Tunnel and Beaches Link.	M
3. Consider the adaptability of infrastructure and its potential shared use to meet future needs, including the use of technology and flexible design.	O
4. Identify local infrastructure improvement projects in Council's Community Strategic Plan, MOSPLAN 2018-2028.	O

Monitoring and Reporting Measures

- i. Advocacy for NSW Government investment in infrastructure is undertaken.
- ii. Advocacy for construction of the Western Harbour Tunnel and Beaches Link is undertaken.
- iii. Local infrastructure adaptability and potential shared use is considered, with projects identified in MOSPLAN as appropriate.
- iv. Local infrastructure improvement projects are identified in MOSPLAN.

Relationship to Other Plans

- Greater Sydney Region Plan - D1
- North District Plan - N1
- MOSPLAN - SD6

INFRASTRUCTURE AND COLLABORATION

Planning Priority 2

Work together with Government agencies and other stakeholders to promote good outcomes for Mosman.

Rationale

Working together with Government agencies and other stakeholders is essential to promote good outcomes in Mosman. Council has a wide range of partners across the three tiers of government, along with non-government and community organisations, landowners and the broader community, and collaborates regularly on the day-to-day use and management of land in Mosman.

Our Government partners include, for example:

- the National Parks and Wildlife Service and Sydney Harbour Federation Trust for the management of bushland and open space at Bradleys Head, Georges Head and Middle Head
- the Roads and Maritime Services for the management of the Spit-Military Roads arterial corridor
- NSW Transport for the management of bus and ferry services; and
- the NSW Rural Fire Service for bushfire hazard reduction.

Council is a member of the Northern Sydney Regional Organisation of Councils (NSROC), along with Hornsby, Hunter's Hill, Ku-ring-gai, Lane Cove, North Sydney, Ryde and Willoughby councils, formed to assist member councils to collaborate on key issues and activities to generate social, economic and environmental benefits for individual councils and for the region as a whole.

Key projects in Mosman involving collaboration with State or Commonwealth Government agencies, adjoining councils and other stakeholders are identified in actions throughout this Statement.



Actions	Timing
1. Work together with Government agencies and other stakeholders in the day to day use and management of land to promote good outcomes for Mosman.	○
2. Implement a Community Participation Plan which outlines how Council will engage with the local community in relation to land use planning in Mosman.	○
3. Utilise NSROC as a resource for collaboration on key planning issues to promote good outcomes for Mosman.	○

Monitoring and Reporting Measures

- i. Collaboration with stakeholders in land use management is undertaken.
- ii. Mosman Community Participation Plan is implemented.
- iii. Collaboration with NSROC is undertaken.

Relationship to Other Plans

- Greater Sydney Region Plan - D2
- North District Plan - N2
- MOSPLAN - SD4, SD6

LIVEABILITY

Planning Priority 3

Provide a range of facilities and services to meet community needs, and foster a culturally rich, creative and socially connected Mosman community.

Rationale

Council delivers a wide range of services that support, connect and care for members of the Mosman community including children, families, young people, older residents and those with disability. Community development programs, activities and events celebrate our community, whilst facilities and recreational spaces are maintained for general community and programmed use.

A comprehensive list of all services and facilities provided in Mosman is contained within Council's document *Mapping Mosman's Community Services and Programs* (January 2018).

Major social priorities for Mosman include responding to an ageing population, facilitating community connections, promoting social inclusion, advocating for local community needs, and facilitating service coordination and collaboration.

Supporting Aboriginal people, their histories and connections to Country and community, will make a valuable and continuing contribution to the North District's heritage, culture and identity.



Actions	Timing
1. Facilitate and provide opportunities for the delivery of integrated, inclusive and accessible services and programs that contribute to community wellbeing, including for families, youth, seniors, people with a disability, and people from culturally and linguistically diverse backgrounds.	O
2. Collaborate with Aboriginal organisations, including the Metropolitan Local Aboriginal Land Council, to better understand and support Aboriginal communities, and investigate ways in which Aboriginal communities and their relationship to land use planning can be better recognised and incorporated into Mosman’s Local Environmental Plan.	S, M

Monitoring and Reporting Measures

- i. Community services and programs are undertaken, and identified in MOSPLAN as appropriate.
- ii. Collaboration with Aboriginal organisations is undertaken.

Relationship to Other Plans

- Greater Sydney Region Plan – D3
- North District Plan – N3, N4
- MOSPLAN – SD1, SD2

LIVEABILITY

Planning Priority 4

Design and provide places and spaces that are healthy to live in, to work in and to visit.

Rationale

The natural and built environments have a key role to play in supporting human health as part of everyday living. Good planning creates places that are healthy, safe and accessible, putting the needs of the community at the heart of the urban planning process.

The UNSW City Wellbeing Program notes that obesity, physical inactivity, increased stress, social isolation and poor nutrition have been identified as key risk factors for chronic contemporary diseases such as diabetes, heart disease, some cancers and depression. Car dominated transport systems, dispersed composition of land uses and increased densities of fast food retail outlets are all implicated in exacerbating the risk factors for chronic disease. Poorly designed spaces without shade can increase UV exposure.

Carefully planned built environments can mitigate these risk factors. Healthy built environments are associated with increased physical activity, enhanced social interaction and the availability of healthy food. Connection with nature is also important, having many positive effects on physical, social and mental health.

For example:

- Physical Activity - can be facilitated by increasing the accessibility of walking and cycling paths, and spaces for physical recreation;
- Connecting and Strengthening Communities - can be facilitated by ensuring public spaces are 'friendly', well-designed (accessible, comfortable, safe) spaces, and have access to natural green environments;
- Providing Healthy Food Options - can be facilitated by ensuring supermarkets, green grocers and farmers' markets are accessible, and healthy foods are promoted.

(Source: Healthy Built Environment Indicators, 2016, City Wellbeing Program, CFRC, UNSW)



Actions	Timing
1. Implement plans and projects to encourage cycling and walking within Mosman and access to open space, such as the Mosman Bicycle Plan, Pedestrian Access and Mobility Plan and bushland walking track improvements.	O
2. Review planning controls within Mosman's Local Environmental Plan and Development Control Plans to ensure that criteria for healthy built environments are considered.	M

Monitoring and Reporting Measures

- i. Local infrastructure projects are identified in MOSPLAN as appropriate.
- ii. Review of Mosman's Local Environmental Plan and Development Control Plans is completed.

Relationship to Other Plans

- Greater Sydney Region Plan – D3
- North District Plan – N4
- MOSPLAN – SD1, SD3, SD6, SD7

LIVEABILITY

Planning Priority 5

Provide diverse housing choices and opportunities to meet changing demographics and population needs, with housing growth in the right locations.

Rationale

Population growth in Mosman is projected to be around 0.3% per year increasing from a population of 30,215 people to 32,250 by 2036, with a growing proportion of residents aged 60 years and over. Mosman is not identified as an area subject to significant growth and change under the Greater Sydney Region Plan or North District Plan given its small size, topography and other constraints.

Over 65% of Mosman's housing stock is medium or high-density development. Mosman is an established built-up suburb with no surplus land. All housing growth is in the form of infill development in established neighbourhoods, and the cost of housing is very high. Residential zoned land comprises 63% of Mosman's land area (that is, 5.4 km², or 4.1 km² excluding roads).

Mosman's Local Environmental Plan facilitates a range of housing types including detached dwelling houses, semi-detached dwellings, dual occupancies, multi-dwelling housing, group homes, boarding houses, residential flat buildings and seniors housing. Housing supply is monitored to ensure that changing needs are met.

This diversity of housing supports Mosman's ageing population, enabling residents to downsize and continue to live locally. Planning controls for adaptable housing and community programs encourage ageing in place. Social housing is also an important part of the housing mix for people on lower incomes, including older people and people with a disability. There are approximately 70 social housing properties in Mosman.

In planning for growth and change, Council will strive to:

- retain housing choice and diversity to meet community needs and maintain social mix;
- ensure that development respects neighbourhood character and resident amenity; and
- ensure that housing growth is in the right locations reflecting land constraints and infrastructure capacity.

Mosman's Local Environmental Plan permits a scale of development of up to two storeys within the low density residential areas, and up to five storeys within local centres, such as Spit Junction. Additional housing will be focussed within centres along the Spit-Military Roads corridor close to public transport, shops and services.

Housing affordability will be considered within a broader District context in collaboration with North District Councils, and further explored within the local housing strategy.



Actions	Timing
1. Prepare a Local Housing Strategy to ensure sufficient housing is delivered to meet community needs and demand including housing affordability.	S
2. Maintain a database of additional housing approved and completed, and consider the contribution of secondary dwellings (granny flats) and seniors housing to housing supply.	O
3. Collaborate with North District councils to support affordable housing in the District, and advocate to the NSW Government for a district and/or regional-wide approach to affordable housing.	S
4. Review planning controls for on-site parking for medium density housing considering the demand for parking in Mosman, and planning controls for adaptable housing and universal design given the ageing population.	M
5. Collaborate with the NSW Government to maintain existing social housing in Mosman to ensure social mix and diversity.	O

Monitoring and Reporting Measures

- i. A Local Housing Strategy is completed to meet statutory timeframes.
- ii. Net dwelling approvals and completions are monitored on an ongoing basis.
- iii. Collaboration and advocacy on affordable housing is undertaken.
- iv. Review of Mosman’s Local Environmental Plan and Development Control Plans is completed.

Relationship to Other Plans

- Greater Sydney Region Plan - D4
- North District Plan - N5
- MOSPLAN - SD6

LIVEABILITY

Planning Priority 6

Ensure that building design and construction is of high quality, and maintains resident amenity.

Rationale

Mosman occupies a scenic expanse of land on Sydney Harbour and is renowned for its high quality buildings. The area has a diverse range of architecture, with the earliest still standing “the Barn” constructed in 1831, and many fine forms of Federation, Inter-War, Post-War, late Twentieth century and contemporary buildings constructed over the years, which combine to give Mosman its distinct character.

The challenge faced by Council is to manage the ongoing demands for changes to the existing building stock, whilst ensuring local character and resident amenity is maintained. Mosman Local Environmental Plan and Development Control Plans set out objectives and planning controls relating to bulk/scale of buildings, design, landscaped area and amenity matters such as privacy, overshadowing and view sharing to ensure that development is of a high quality and provides good amenity for future occupants.

Council provides a Duty Planner service to assist customers with understanding Mosman’s planning controls and processes, and a formal pre-application service to assist customers in identifying and resolving potential issues prior to development applications being lodged with Council. The Mosman Design Awards is held every two years to promote good design.

Building regulation and certification are important parts of the NSW planning system. The 2015 Independent Review of the *Building Professionals Act 2005*, also known as the Lambert Review, raised concerns about private certifiers and the integrity of the system. Whilst some improvements have since been made, more can be done to ensure that certifiers will provide services without prejudice, and that decisions made are robust and independent.



Actions	Timing
1. Consider planning controls contained within Mosman’s Local Environmental Plan and Development Control Plans to ensure high quality construction and design.	S
2. Consider the approaches for integrating local character into land use planning outlined in the NSW Government’s <i>Local Character and Place Guideline</i> (February 2019), including a review of existing townscape statements in Mosman’s Development Control Plans.	S
3. Actively promote Council’s Duty Planner and formal Pre-Application services, the Mosman Design Awards and other initiatives that encourage and promote good design in Mosman.	O
4. Advocate to the NSW Government for improvements in the NSW building regulation and certification system.	S

Monitoring and Reporting Measures

- i. Review of Mosman’s Local Environmental Plan and Development Control Plan is completed.
- ii. Review of local character and approaches is completed.
- iii. Promotion of good design initiatives is undertaken.
- iv. Advocacy on improvements to the NSW building regulation and certification system is undertaken.

Relationship to Other Plans

- Greater Sydney Region Plan - D4
- North District Plan - N5
- MOSPLAN - SD6

LIVEABILITY

Planning Priority 7

Enhance local and neighbourhood centres as great, connected places, whilst maintaining the village atmosphere in Mosman Junction and neighbourhood centres.

Rationale

Spit Junction is the main local centre within Mosman. The centre contains over 150 shops, supermarkets, numerous restaurants and cafes, commercial office space and the civic precinct including the Council offices, Barry O'Keefe Library, the Mosman Art Gallery, the Village Green and Mosman Park. The centre is characterised by two-storey traditional terrace shopfronts and some newer multi-storey mixed use developments. Public transport including a B-line bus stop and other bus services are available.

Being bisected by high volumes of traffic on Spit and Military Roads, barriers exist between the distinct parts of the centre and this affects amenity and pedestrian safety. Opportunities exist to improve connections and enhance the centre. There is potential for the amalgamation and redevelopment of sites, which in the current Mosman Local Environmental Plan is permissible up to 15 metres (five-storeys) in height, and this will provide for an increased residential population within the centre.

Connected to Spit Junction but with its own distinct village character is the Mosman Junction local centre. Mosman Junction is identified as a Heritage Conservation Area and is characterised by two-storey traditional shopfront terraces, many of which are heritage listed, with some newer multi-storey shop-top housing developments which maintain the important two-storey street façade. Any redevelopment in this centre must respect and maintain the established heritage character, especially in terms of height, bulk and scale, and maintain the village

atmosphere.

Cremorne Junction is Mosman's third local centre, located on Military Road at the junction of Spofforth Street. Around two-thirds of the centre is located within the North Sydney Local Government Area. Opportunities exist to co-ordinate development in the centre between Mosman and North Sydney Councils.

There are other smaller neighbourhood centres within Mosman including Parriwi Junction, Avenue Road, Balmoral, Spofforth Street and Spit Waterside, each with their own unique character that should be protected and enhanced.

For all centres, place-based planning needs to consider freight movement and servicing to supermarkets, restaurants and other retail/commercial premises, for example, access by trucks and smaller delivery vehicles, unloading docks/areas and waste collection, to ensure appropriate access and pedestrian safety.



Actions	Timing
1. Consider planning controls for local centres within the context of 'place-based planning', in particular , opportunities to improve connections and enhance the amenity of Spit Junction.	S
2. Consider planning controls for neighbourhood centres and Mosman Junction village to ensure the village atmosphere is maintained.	S
3. Collaborate with North Sydney Council on planning controls for Cremorne Junction local centre to coordinate approaches.	S
4. Consider some regulatory flexibility regarding artistic and creative enterprises, and enhancing the night-time economy.	S

Monitoring and Reporting Measures

- i. Review of Mosman's Local Environmental Plan and Development Control Plans is completed.
- ii. Collaboration with North Sydney Council on Cremorne Junction local centre is undertaken.

Relationship to Other Plans

- Greater Sydney Region Plan - D5
- North District Plan - N6
- MOSPLAN - SD5, SD6, SD7

LIVEABILITY

Planning Priority 8

Protect and conserve the natural, built and Aboriginal cultural heritage of Mosman.

Rationale

Mosman's heritage is diverse and includes Aboriginal places, buildings, monuments, gardens, landscapes, archaeological sites, streets and conservation areas. Shaped by the interplay of its harbour setting, topography, vegetation and architectural expressions, the charm of Mosman's historic character is a major drawcard for residents and tourists alike. Our challenge is to establish a robust basis by which this vibrant local character can be protected into the future whilst at the same time establishing a framework for new development within the municipality.

Heritage listing within Mosman's Local Environmental Plan provides legal recognition that a place has heritage significance worth preserving for future generations, and is a physical link to the work and way of life of earlier generations. There are around 500 Heritage Items and 13 Heritage Conservation Areas (covering around 1,300 properties) listed in the Local Environmental Plan, informed by the *Mosman Heritage Review* in 1996 by Godden Mackay Heritage Consultants and subsequent studies.

In 2005 Council worked with a number of government agencies to develop the *Aboriginal Heritage Study of the Mosman Local Government Area*. Known Aboriginal sites in Mosman are predominantly located within the Sydney Harbour National Park and other bushland areas in public ownership.

Planning controls in Mosman's Local Environmental Plan and Development Control Plans, along with Council's Heritage Advisory Service, Heritage Assistance Fund and other initiatives outlined in the *Mosman Heritage Strategy 2016*, support the conservation of Mosman's heritage.

Refer to Figure 7 - Heritage in the Appendix.



Actions	Timing
1. Maintain heritage listings in Mosman’s Local Environmental Plan to facilitate the conservation of Mosman’s heritage.	O
2. Actively promote Council’s Heritage Assistance Fund, Heritage Advisory Service, Heritage Exemption Process and other initiatives that contribute to the conservation of Mosman’s heritage.	O
3. Facilitate the repair, maintenance and adaptive re-use of heritage buildings, along with appropriate infill development, that ensures the conservation of Mosman’s heritage.	O
4. Within the Military Road Heritage Conservation Area: (i) Encourage the repair and maintenance of buildings through the Heritage Assistance Fund and (ii) Refine urban design criteria for infill development.	O S
5. Support the protection of Aboriginal heritage sites identified in the Mosman Aboriginal Heritage Study 2005, and artistic and educational initiatives that acknowledge and celebrate Mosman’s Aboriginal heritage.	O

Monitoring and Reporting Measures

- i. Identified heritage is listed in Mosman Local Environmental Plan.
- ii. Promotion of heritage conservation initiatives is undertaken.
- iii. Review of urban design criteria in the Military Road Heritage Conservation Area is completed.
- iv. Aboriginal heritage continues to be protected.

Relationship to Other Plans

- Greater Sydney Region Plan - D5
- North District Plan - N6
- MOSPLAN - SD2

PRODUCTIVITY

Planning Priority 9

Improve access to, from and within Mosman, and encourage active transport.

Rationale

Parking, traffic and transport are key community priorities. Council is actively involved in delivering local improvements and advocating on Mosman's behalf to other government agencies, including for improvements in State Government public transport services and on the road network.

Mosman is serviced by Sydney Buses and Sydney Ferries. The B-Line service operates between Mona Vale and Wynyard (via Spit Junction) with its distinctive yellow double-decker buses and high frequency 'turn up and go' service. Other bus services include M30 Taronga Zoo - Sydenham, and 230 Mosman Wharf - Milsons Point. Ferries from Mosman Bay, South Mosman and Taronga Zoo wharves provide access to Circular Quay.

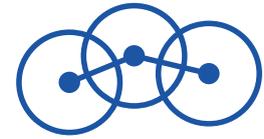
The congestion of Spit-Military Roads is a significant issue given the lack of capacity on this road network and anticipated increasing demand arising from projected population growth within Sydney. The proposed Western Harbour Tunnel and Beaches Link (from Cammeray to Seaforth bypassing Mosman) would, if constructed, reduce traffic on Spit and Military Roads, and would provide future opportunities to improve access and amenity within Mosman.

Council is continuing to explore new initiatives, improve and regulate local parking and traffic flows, undertake education programs and capital improvements to improve road safety, and pursue active transport opportunities. For example:

- Council's Active Transport Group aims to reduce reliance on private vehicles through the expansion of pedestrian and bicycle facilities within Mosman.
- New paths have recently been constructed which form part of the regional route connecting to cyclists from the Northern Beaches to the City.
- Transport options have expanded with car share and car ride options, including Council's new initiative A to B Mosman, and there is likely to be further movement in this space over the next few years with the potential for autonomous vehicles and further expansion of the share economy.
- Council is also making improvements in managing parking through the use of v-permits and lighting systems technology.

The Spit-Military Roads arterial corridor is the primary freight route through Mosman. Council works with the National Heavy Vehicle Regulator to improve freight access and maintain public safety. Freight movements and the siting of loading/unloading facilities are a consideration in building design to minimise negative impacts and ensure functionality.

The accessibility of public space and infrastructure is also a key consideration and Council is guided by accessibility audits and strategy, and by other plans including the Disability Inclusion Action Plan and Pedestrian Access Mobility Plan.



Actions	Timing
1. Advocate to the NSW Government for solutions to reduce regional traffic congestion on Spit-Military Roads, and collaborate on solutions to manage demand on the transport network.	O
2. Provide a regulatory framework that facilitates flexibility to provide for changes in transport technologies such as share bikes, e-scooters, car sharing and ultimately autonomous vehicles, that ensures maximum benefit to the community.	O
3. Prepare and implement an Active Transport Strategy for Mosman that outlines Council's strategic direction for cycling and walking within Mosman, and connection with public transport.	S, M
4. Optimise public car parking availability through improved management of existing car parking areas.	O
5. Ensure planning controls and objectives within Mosman's Local Environmental Plan and Development Control Plans are consistent with Council's Access Strategy and Disability Inclusion Plan.	M

Monitoring and Reporting Measures

- i. Advocacy for construction of the Western Harbour Tunnel and Beaches Link is undertaken.
- ii. Review of Mosman's Local Environmental Plan and Development Control Plans is undertaken.
- iii. An Active Transport Strategy is completed.
- iv. Local infrastructure improvements are identified in MOSPLAN as appropriate.

Relationship to Other Plans

- Greater Sydney Region Plan - D6
- North District Plan - N7, N12, N14
- MOSPLAN - SD6, SD7

PRODUCTIVITY

Planning Priority 10

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

Rationale

Mosman has been earmarked in the State Government's Future Transport 2056 for 0-10 years committed initiatives:

- Northern Beaches B-Line (bus service and infrastructure improvements)
- Western Harbour Tunnel and Beaches Link

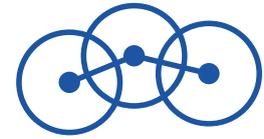
The Tunnel would extend from Cammeray to Seaforth/Balgowlah crossing under Middle Harbour, by-passing Mosman, improving car and bus journey times between the Northern Beaches and North Sydney / Sydney CBD.

The NSW Government (within its publication, *Beaches Link Project Update*, August 2018) notes that the Tunnel, due for completion by 2026, would:

- Reduce traffic on the Spit Bridge by 40% and on Military Road by 15%,
- Reduce rat-run traffic on local roads, such as Ourimbah Road,
- Result in faster, more reliable bus trips on Military Road, and
- Improve amenity in Mosman.

The Tunnel offers the opportunity to revitalise the Spit-Military Roads Corridor, to improve amenity for residents and businesses, reduce traffic congestion and facilitate greater access for cycling, walking and public transport. Collaboration with North Sydney Council will be important to ensure coordination in approaches given the corridor extends west into North Sydney Local Government Area through to Neutral Bay.

The Government Architect NSW and Transport for NSW's 'Movement and Place Framework' may assist in this reimagining process.



Actions	Timing
1. Advocate to the NSW Government that the Western Harbour Tunnel and Beaches Link must include measures that improve the amenity for the local community whilst still recognising the role the corridor plays in cross-regional journeys.	S
2. Collaborate with North Sydney Council, the NSW Government and the community in revitalising the Spit-Military Roads Corridor to improve function, amenity and accessibility considering the NSW Government's 'Movement and Place Framework' approach.	S, M

Monitoring and Reporting Measures

- i. Advocacy to reduce vehicular traffic on Spit-Military Roads is undertaken.
- ii. Collaboration on the reimagining of the Spit-Military Roads Corridor is undertaken.

Relationship to Other Plans

- Greater Sydney Region Plan – D6
- North District Plan – N12
- MOSPLAN – SD6

PRODUCTIVITY

Planning Priority 11

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

Rationale

Mosman has a supporting role in Sydney's productivity, with most employment in the retail trade, professional services, health care, food services and education industries. There are over 600 businesses in Mosman including a diverse range of professional service providers including financial, automotive, property and sport, recreational and health professionals as well as a substantial number of retailers.

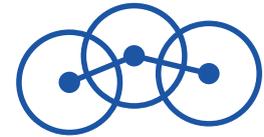
Employment opportunities are found within the Spit, Mosman and Cremorne Junctions local centres, the Military Road enterprise corridor, at The Spit working marine area, within neighbourhood centres, as well as within non-business zoned lands including at Taronga Zoo, HMAS Penguin, public and private schools, and within the sharing economy. Mosman's business zoned lands comprise only 2% of the municipal land area. There is no industrial zoned land in Mosman. According to the 2016 Census there are 8,711 people who work in Mosman, 33.1% of whom also live in Mosman.

Taronga Zoo located within Mosman's south on the foreshore of Sydney Harbour is a major tourism attractor, along with military relics and coastal walks within the Sydney Harbour National Park, Balmoral Beach and Clifton Gardens, restaurants at Balmoral Beach and at The Spit, traditional heritage high-street shopping in Military Road, and Mosman Art Gallery.

Tourism in Mosman presents challenges and opportunities. Increasing visitation levels places pressure on local amenity, infrastructure and the natural environment. A key challenge for Council is to balance visitation in a sustainable manner so as to maintain resident amenity, protect our exceptional natural environmental assets, manage demand on the road network and support the local economy. Mosman's Local Environmental Plan, by the zoning of land, recognises Council's preferred and most appropriate use of land.

Council supports events that contribute to the local economy and celebrate Mosman's identity and heritage, including Hunter Valley Uncorked, the Festival of Mosman, and quality food, art and craft markets in Mosman Square and on the Village Green. A free shuttle bus service provided for many events ensures connection with regional bus and ferry services.

Council initiatives to improve visitor experiences in Mosman include the installation of way-finding signage in Mosman Junction village and Spit Junction, and Balmoral Beach promenade and public amenities upgrades.



Actions	Timing
1. Consider the range of business activities that occur within the municipality, within business and non-business zones and including the sharing economy, to ensure that Mosman’s planning controls are responsive to innovation and change.	S
2. Deliver initiatives that promote night life in Mosman and that support the local night-time economy.	O
3. Support events that contribute to the local economy and celebrate Mosman’s identity and heritage.	O
4. Participate in partnerships to deliver projects that cross local government area boundaries, such as the Bondi to Manly Walk.	O

Monitoring and Reporting Measures

- i. Review of Mosman’s business activities is completed by 2023.
- ii. Initiatives that promote night life and support the local night-time economy are delivered, and identified in MOSPLAN as appropriate.
- iii. Events that meet Council criteria and contribute to the local economy are supported.
- iv. Collaboration in the delivery of projects is undertaken.

Relationship to Other Plans

- Greater Sydney Region Plan – D7
- North District Plan – N11, N13
- MOSPLAN – SD2, SD5

SUSTAINABILITY

Planning Priority 12

Protect, conserve and enhance Mosman's urban tree canopy, landform, waterways and bushland.

Rationale

Mosman's natural environment is defined by its exceptional harbour location, extensive natural bushland areas, urban tree canopy and varied terrain. It is an area of great natural beauty, with 22 kilometres of irregular shoreline including rugged headlands, sandstone cliffs, bays and beaches. The land rises uniformly in fairly well-defined ridges to converge as a central plateau. Leafy foreshore slopes, tree-lined streets and an abundance of vegetation on private land characterises much of Mosman's established residential areas.

Mosman has 220 hectares of open space (25% of the municipality land area) that is owned or managed by Council or Crown agencies including large foreshore lands, unmade road reserves, Sydney Harbour National Park and former military lands at Middle Head managed by the Sydney Harbour Federation Trust. There are five hectares of beaches, over 8,000 street trees greater than three metres in height, up to 39% canopy cover in the urban areas, and 74% of Council managed bushland areas with greater than 90% native vegetation cover.

Maintaining and enhancing this environment is a key objective of Council. It is highly valued by the community and visitors, and provides significant habitat for terrestrial and marine life. Challenges arise from the ongoing use and development of urban lands, for example, stormwater runoff, tree removal, littering and so on.

There are many existing Council plans, policies and programs dedicated to ensuring protection of Mosman's environment, including:

- Street and Gutter Cleaning Contract,
- Beaches and Reserves Cleaning Contract,
- Stormwater Quality Improvement Device (SQIDS) maintenance,
- Bushland Restoration Contracts,
- Street Tree Masterplan,
- Urban Forest Management Policy,
- Tree Permit Process and Compliance,
- Biodiversity Corridor and Habitat Link Map, and
- Volunteer and Education Programs.

Council initiatives support enhancing the urban tree canopy and open spaces in Mosman, contributing to achieving the NSW Government's target to increase tree canopy cover across Greater Sydney to 40%.



Actions	Timing
1. Maintain, and review as necessary, planning controls within Mosman’s Local Environmental Plan and Development Control Plans relating to landscaped area and landscaping to ensure a general visual dominance of landscape over buildings is maintained in residential areas, particularly on harbour foreshores.	O
2. Protect and enhance existing and proposed habitat links identified on the Mosman Biodiversity Corridor and Habitat Link Map.	O
3. Maintain Council service contracts that enhance Mosman’s bushlands, open spaces, urban tree canopy, water quality and beaches.	O
4. Review the zoning of unmade road reserves under Mosman’s Local Environmental Plan for those sites which have achieved an improvement in bushland quality.	S
5. Review flora and fauna within Council’s bushland areas to provide a snapshot of biodiversity values.	S

Monitoring and Reporting Measures

- i. Review of Mosman’s Local Environmental Plan and Development Control Plan is completed.
- ii. Existing and proposed identified habitat links are protected and enhanced.
- iii. Service contracts are ongoing and identified in MOSPLAN as appropriate.
- iv. Flora and fauna survey is replicated by 2022.
- v. Unmade road zoning review is undertaken by 2023.

Relationship to Other Plans

- Greater Sydney Region Plan - D8
- North District Plan - N15, N16, N19
- MOSPLAN - SD3

SUSTAINABILITY

Planning Priority 13

Protect, conserve and enhance the natural, visual, environmental and heritage qualities of Mosman's foreshore scenic area, and significant views to and from foreshore slopes.

Rationale

Sydney Harbour is widely recognised as one of the most beautiful urban harbours in the world and the gateway to Sydney. As a place of significant national and heritage values, the harbour shapes Sydney's identity and image like no other natural feature, making it an important natural asset to the people of Sydney, NSW and beyond. Mosman, being prominently located within Sydney Harbour across from The Heads, is an integral part of this landscape and highly visible from both surrounding waterways and land areas across the water.

Mosman's foreshore lands and their relationship to Sydney and Middle Harbours have long been recognised in State and local planning as important to be maintained for future generations. The way the built environment sits within this landscape is a result of a planning framework that has recognised the need to protect this significant area, as well as the high-quality design of the buildings themselves. A suite of planning controls within Mosman's Local Environmental Plan, Development Control Plans and Sydney Regional Environmental Plan 12 – Sydney Harbour Catchment 2005 apply fine-grained assessment of proposed development, considering matters such as visual impact, landscaping, view sharing, bulk, scale and design.

A major ongoing challenge for Council is the protection of Mosman's significant foreshore slopes as the temporary exclusion of this land from the NSW Government's Housing Code and Low Rise Medium Density Housing Code of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 ('the Codes SEPP') will expire on 30 November 2021. Council is continuing to investigate and advocate for more permanent protection measures.

The significance of the Mosman Scenic Protection Area was confirmed in a recent study, *Mosman Foreshores: Visual Character and Scenic Amenity Analysis*, completed in 2018.

Refer also to Figure 5 - Coastal Sensitive Lands in the Appendix, and background information about the Scenic Protection Area in Part 2 Context of this Statement.



Actions	Timing
1. Protect the significant natural and visual environment of foreshore lands within the Mosman Scenic Protection Area and reinforce the importance of a dominance of vegetation over built form.	O
2. Explore options to ensure that proposed development within Mosman’s Scenic Protection Area continues to be assessed under the suite of planning controls within Mosman’s Local Environmental Plan and Development Control Plans.	S
3. Maintain existing public scenic viewing areas and walking tracks, and upgrade as per Parks and Open Space Asset Management Plan.	O

Monitoring and Reporting Measures

- i. Clause 6.4 Scenic Protection in Mosman Local Environmental Plan is maintained.
- ii. Advocacy on permanent exclusion of the Scenic Protection Area under the Codes SEPP is undertaken.
- iii. Report on alternative options regarding land within Mosman’s Scenic Protection Area is completed.
- iv. Service contracts maintain public scenic viewing areas and walking tracks.

Relationship to Other Plans

- Greater Sydney Region Plan – D8
- North District Plan – N17
- MOSPLAN – SD3

SUSTAINABILITY

Planning Priority 14

Provide land and water-based recreational opportunities within Mosman.

Rationale

Mosman's unique location on the foreshore of Sydney Harbour provides a range of opportunities for land and water based recreational activities to celebrate its unmatched harbourside setting.

Council regularly plans for, manages and maintains sporting and recreational spaces in Mosman, with bookings and allocation of space administered directly by Council. Ongoing maintenance is undertaken through a range of service contracts applying to indoor sport facilities, parks, sporting fields, foreshore areas, playgrounds and beaches.

Recreation opportunities are generally categorised as active and passive. Active includes organised sporting activities which are largely at sports fields and indoor venues, and to a lesser extent as special events such as the Balmoral Burn and Mini-Mos. Passive includes use of playgrounds, foreshore areas, parks and beaches. This also includes companion animal use.

An ongoing challenge includes budget allocation for active versus passive use and for Council to efficiently manage existing open spaces to meet demand given the lack of surplus land in Mosman. The Mosman Open Space Recreational Needs Assessment 2015 identifies challenges and opportunities for Council.

Council is constantly working with the community and other stakeholders to provide upgraded recreational opportunities tailored to our population. Coastal walks traverse Mosman and provide residents and visitors with a prime snapshot of Mosman's idyllic harbour setting, natural bushland and scenic foreshore slopes. A large percentage of lands within Mosman are owned by the Sydney Harbour Federation Trust and NSW National Parks and Wildlife Service. Council works with these organisations to deliver the best possible outcomes for recreational spaces.

The Greater Sydney Green Grid identifies two project opportunities within Mosman to enhance the network of green spaces and connections:

- Sydney Harbour foreshore walk (Bondi to Manly)
- The Spit / Beauty Point foreshore walk

These walking tracks are largely existing although improvements can be made. Both provide access to neighbouring Northern Beaches and North Sydney local government areas.



Actions	Timing
1. Prepare new and revised Plans of Management to ensure open spaces meet community needs.	S
2. Implement actions of Council's Open Space and Recreational Needs Assessment, and Parks and Open Space Asset Management Plan, and continue to assess and upgrade existing recreational facilities for increased capacity, improved efficiency and accessibility.	O
3. Improve bushland walking tracks as part of local and regional networks, such as the Bondi to Manly (via Mosman) walk, in collaboration with the Sydney Harbour Federation Trust, the National Parks and Wildlife Service and adjacent councils.	O
4. Collaborate with the Sydney Harbour Federation Trust and National Parks and Wildlife Service to ensure coordinated outcomes for recreational spaces at Middle and Georges Heads.	O
5. Collaborate with the NSW Roads and Maritime Service, adjoining councils and local businesses to ensure the sustainable management of water-based recreation, and maintain accessibility.	O

Monitoring and Reporting Measures

- i. Plans of Management are completed to meet statutory timeframes.
- ii. The Open Space and Recreational Needs Assessment is reviewed by 2025/26.
- iii. Actions within the Open Space and Recreational Needs Assessment, and Parks and Open Space Asset Management Plan are undertaken.
- iv. Collaboration on land and water-based recreation is undertaken.

Relationship to Other Plans

- Greater Sydney Region Plan - D8
- North District Plan - N20
- MOSPLAN - SD7

SUSTAINABILITY

Planning Priority 15

Manage energy, water and waste efficiently to ensure a sustainable urban environment.

Rationale

As growth and change in Mosman continues to occur, so too will the demand for energy and water and the generation of waste. More efficient use of energy and water, and the management of waste, will contribute to reducing impacts on the environment and greenhouse gas emissions, and to achieving the NSW Government's aspirational objective of achieving net-zero emissions by 2050.

In 2016-17, Mosman used 828.69M MJ of energy, 3.19M kilolitres of water and 225.2K tonnes of CO2 was released. Compared with the Greater Sydney Region, Mosman's rate of carbon emissions and residential water consumption per person is high due to the prevalence of larger homes. The recycling rate for domestic waste in Mosman in 2017-18 was 35%.

Preserving and improving Mosman's environment is one of Council's key goals. Council strives to incorporate sustainable materials within all council building projects, improve water quality and efficiency, Council has examples of closed loop with its open space management by reusing and recycling its waste products such as wood chips, weed material and soil. This also happens for renewal of Council's roads and footpaths where old material is recycled and used as a base for new footpath and roads. Council promotes awareness of environmental issues through its ongoing 'Living Mosman' education program.

Council has many initiatives to encourage reduction in, and recycling of, waste as part of its Waste and Recycling Program. For example, a new initiative developed by Council known as 'Green the Block' helps to educate residents living in apartments about what is and isn't recyclable, to make recycling simpler and clearer.

There are no waste management facilities in Mosman. Waste collected in Mosman is transferred to waste management centres located within Greater Sydney, such as at Artarmon, Ingleside (Kimbriki), Banksmeadow and Lucas Heights.

A comprehensive list of all environmental initiatives in Mosman is contained within Council's annual State of the Environment Report. Recent initiatives of Council include development of business cases to install solar panels on civic buildings and to accelerate LED conversion of residential street lighting.



Actions	Timing
1. Support initiatives that contribute to the aspirational objective of achieving net-zero emissions by 2050, and increase renewable energy generation and energy and water efficiency.	O
2. Support waste outcomes that are safe, efficient, cost effective, maximise recycling and that contribute to the built form and liveability of the community.	O
3. Work collaboratively with Northern Beaches Council as shareholders of Kimbriki Environmental Enterprises to ensure continued excellence in waste recycling.	O
4. Through NSROC, explore domestic mixed solid waste disposal and work with State Government for improved infrastructure for reprocess and reuse.	S, M
5. Maintain, and review as necessary, existing planning controls and objectives within Mosman’s Local Environmental Plan and Development Control Plans relating to energy, water and waste efficiency.	O

Monitoring and Reporting Measures

- i. Energy, water and waste efficiency initiatives are considered and projects identified in MOSPLAN as appropriate.
- ii. Monitor and report on consumption of energy, water and waste.
- iii. Review of Mosman’s Local Environmental Plan and Development Control Plans is completed.

Relationship to Other Plans

- Greater Sydney Region Plan - D9
- North District Plan - N21
- MOSPLAN - SD3

SUSTAINABILITY

Planning Priority 16

Adapt to and mitigate against the impacts of natural and urban hazards and climate change.

Rationale

Mosman's terrain, bushland and harbour setting, whilst contributing to the special sense of place of the area, results in certain areas of the municipality being affected by natural hazards including bushfire, coastal inundation and acid sulphate soils.

Land in the vicinity of Middle Head, Georges Head and Quakers Hat Bay, for example, is bushfire prone due to the presence of Sydney Harbour National Park and other large bushland areas. Foreshore land at Balmoral, The Spit and Mosman Bay is at risk from acid sulphate soils which can have a devastating impact on marine life, vegetation and property. Mosman's shoreline is subject to coastal inundation and erosion, particularly at The Spit and Balmoral.

Climate change resulting in increasing temperatures and sea-level rise will exacerbate these natural hazards. This poses a challenge for Council in meeting the needs of future population growth, as placing development in hazardous areas or increasing the density of development in areas subject to hazardous conditions increases the risk to people and property.

Council is a member of the North Sydney - Mosman - Willoughby Bushfire Management Committee, and hosts the Mosman unit of the State Emergency Service within its depot in Cowles Road. NSW Fire and Rescue and the NSW Police Force also have facilities within Mosman to support the local community.

As Sydney continues to grow, the loss of vegetation and increase in urban surfaces results in urban areas creating their own microclimates as roads, driveways and buildings absorb, hold and re-radiate heat, raising the air temperature. This is known as the urban heat island effect. Mosman's proximity to the coast and heavily vegetated areas means that it does not experience extreme high temperatures to the same extent as Sydney's west, however high temperatures can occur. Maintaining canopy cover and ensuring good building design is important to help mitigate the heat island effect.

Urban hazards include noise, air pollution and soil and groundwater contamination. Transport movements along major roads, such as Spit-Military Roads, generate noise and are a source of air pollution and risk to safety. Improvements can be achieved through transport initiatives that reduce car dependence and encourage active transport. Considered building design, particularly along this corridor, can reduce the impact of noise and improve the quality of living environments.

Soil and groundwater contamination requires careful management, particularly when planning for sensitive land uses such as schools, dwellings and open space.

Refer to Figure 5 - Coastal Sensitive Lands and Figure 6 - Natural Hazards in the Appendix.



Actions	Timing
1. Consider initiatives that respond to the impacts of climate change, mitigate the urban heat island effect and reduce vulnerability to extreme heat, including annual Street Tree Planting Program and ongoing Bushland Restoration Contract work.	O
2. Complete a Flood Study.	L
3. Support the development and implementation of a whole-of-catchment management program for Greater Sydney Harbour.	L
4. Maintain, and review as necessary, existing planning controls and objectives within Mosman’s Local Environmental Plan and Development Control Plans relating to natural and urban hazards and climate change.	S
5. Collaborate with NSW Government agencies and local councils in managing and responding to urban and natural hazards.	O

Monitoring and Reporting Measures

- i. Environmental initiatives are considered and projects identified in MOSPLAN as appropriate.
- ii. Flood investigation is undertaken.
- iii. Collaboration with the NSW Government on coastal management is undertaken.
- iv. Review of Mosman’s Local Environmental Plan and Development Control Plans is completed.

Relationship to Other Plans

- Greater Sydney Region Plan - D10
- North District Plan - N22
- MOSPLAN - SD3





APPENDIX

- REFERENCES
- RELATIONSHIP TO OTHER PLANS
- ADDITIONAL MAPS

REFERENCES

List of studies, plans and documents

Id the population experts

Mosman Community Profile, 2016 Census results

profile.id.com.au/mosman

Greater Sydney Commission

Greater Sydney Region Plan, *A Metropolis of Three Cities*, 2018

North District Plan 2018

greater.sydney/strategic-planning

Mosman Council

Access Strategy 2014

Disability Inclusion Action Plan 2017-2021

Mapping Mosman's Community Services and Programs 2018

Mosman Business Centres Development Control Plan 2012

Mosman Contributions Plan 2018

Mosman Heritage Strategy 2016

Mosman Local Environmental Plan 2012

Mosman Local Housing Strategy 2019

Mosman Open Space and Infrastructure Development Control Plan 2012

Mosman Residential Development Control Plan 2012

Mosman Street Tree Masterplan 2017

Mosman Urban Forest Management Policy 2017

MOSPLAN 2018-2018 Community Strategic Plan

MOSPLAN 2018-2021 Delivery Program and 2018-19 Operational Plan

Open Space Recreational Needs Assessment 2015

Pedestrian Access and Mobility Plan 2012

Spit Junction Town Centre and Military Road Traffic Study, May 2018 - Cardno

mosman.nsw.gov.au

NSW Department of Planning and Environment

Example Local Strategic Planning Statement, February 2019

Local Strategic Planning Statement Guideline, 2018

Sydney Metropolitan LGA Data information pack – North District, Mosman, 2018

Profile for Mosman, 2018

planning.nsw.gov.au

NSW Legislation

Environmental Planning and Assessment Act 1979

Environmental Planning and Assessment (Savings, Transitional and Other Provisions) Regulation 2017

legislation.nsw.gov.au

NSW Transport

Beaches Link Project Update, August 2018

Future Transport Strategy 2056

Greater Sydney Services and Infrastructure Plan, March 2018

future.transport.nsw.gov.au/plans

NSW Government - other

Fact Sheet: Achieving Net-Zero Emissions by 2050

Other

Healthy Built Environment Indicators, 2016, City Wellbeing Program, CFRC, UNSW

Mosman Foreshores: Visual Character and Scenic Amenity Analysis, 2018, Spackman Mossop Michaels and MG Planning

RELATIONSHIP TO OTHER PLANS

Informing Mosman's Planning Priorities

Plan	Mosman Planning Priority (PP)
Greater Sydney Region Plan, A Metropolis of Cities	
Direction (D)	
D1: A city supported by infrastructure - infrastructure supporting new developments	PP1
D2: A collaborative city - working together to grow a Greater Sydney	PP2
D3: A city for people - celebrating diversity and putting people at the heart of planning	PP3, 4
D4: Housing the city - giving people housing choices	PP5, 6
D5: A city of great places - designing places for people	PP7, 8
D6: A well connected city - developing a more accessible and walkable city	PP9, 10
D7: Jobs and skills for the city - creating conditions for a stronger economy	PP11
D8: A city in its landscape - valuing green spaces and landscape	PP12, 13, 14
D9: An efficient city - using resources wisely	PP15
D10: A resilient city - adapting to a changing world	PP16
North District Plan	
Planning Priority (N):	
N1. Planning for a city supported by infrastructure	PP1
N2. Working through collaboration	PP2
N3. Providing services and social infrastructure to meet people's changing needs	PP3
N4. Fostering healthy, creative, culturally rich and socially connected communities	PP3, 4
N5. Providing housing supply, choice and affordability, with access to jobs, services and public transport	PP5, 6
N6. Creating and renewing great places and local centres, and respecting the District's heritage	PP7, 8
N7. Growing a stronger and more competitive Harbour CBD	PP9
<i>N8. Eastern Economic Corridor is better connected and more competitive</i>	<i>N/A Mosman</i>
<i>N9. Growing and investing in health and education precincts</i>	<i>N/A Mosman</i>

Plan	Mosman Planning Priority (PP)
<i>N10. Growing investment, business opportunities and jobs in strategic centres</i>	<i>N/A Mosman</i>
N11. Retaining and managing industrial and urban services land	PP11
N12. Delivering integrated land use and transport planning and a 30-minute city	PP9, 10
N13. Supporting growth of targeted industry sectors	PP11
N14. Leveraging inter-regional transport connections	PP9
N15. Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways	PP12
N16. Protecting and enhancing bushland and biodiversity	PP12
N17. Protecting and enhancing scenic and cultural landscapes	PP13
<i>N18. Better managing rural areas</i>	<i>N/A Mosman</i>
N19. Increasing urban tree canopy cover and delivering Green Grid connections	PP12
N20. Delivering high quality open space	PP14
N21. Reducing carbon emissions and managing energy, water and waste efficiently	PP15
N22. Adapting to the impacts of urban and natural hazards and climate change	PP16
MOSPLAN Community Strategic Plan 2018-2028	
Strategic Direction (SD):	
SD1. A caring and inclusive community	PP3, 4
SD2. A culturally rich and vibrant community	PP3, 8, 11
SD3. An attractive and sustainable environment	PP4, 12, 13, 15, 16
SD4. An informed and engaged community	PP2
SD5. A business-friendly community with sound, independent civic leadership	PP7, 11
SD6. Well designed, liveable and accessible places	PP1, 2, 4, 5, 6, 7, 9, 10
SD7. A healthy and active village lifestyle	PP4, 7, 9, 14

ADDITIONAL MAPS

Coastal Sensitive Land
Natural Hazards
Heritage

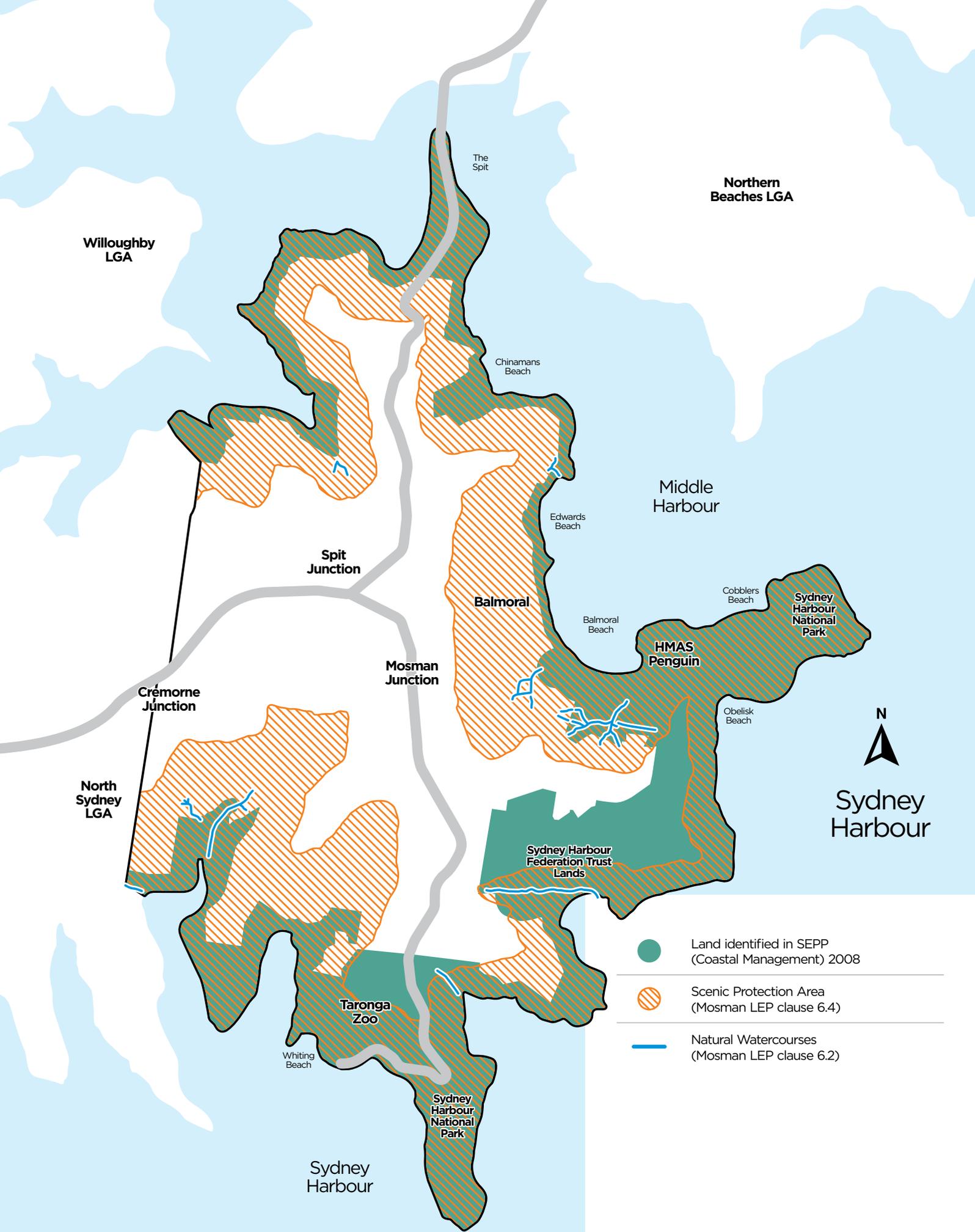


Figure 5 - Coastal Sensitive Land

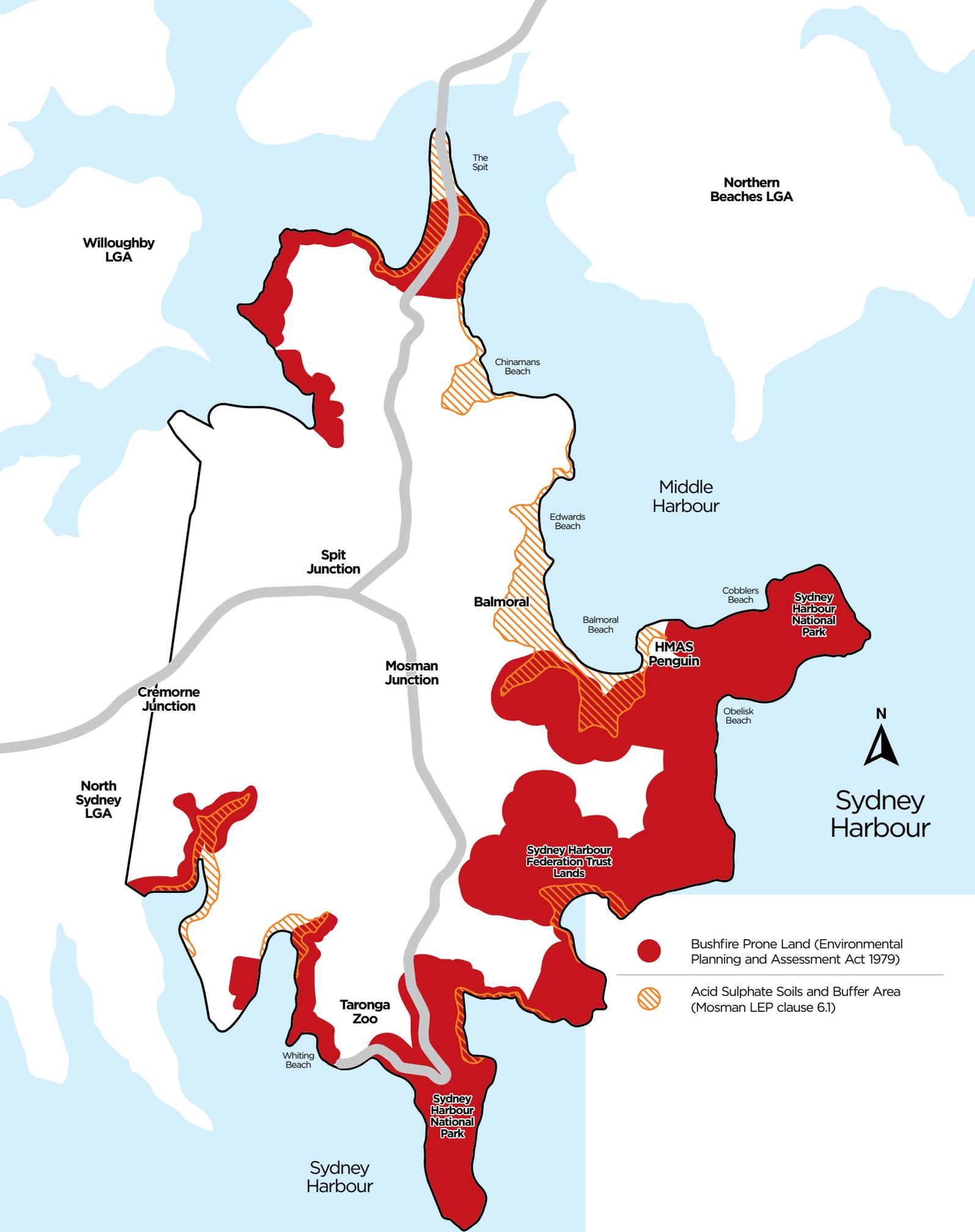


Figure 6 - Natural Hazards



Figure 7 - Heritage

-  Conservation Area - General*
 -  Item - General*
 -  Item - Archaeological*
- *(Mosman LEP clause 5.10)



ENHANCING
MOSMAN

Mosman
COUNCIL