

Scoping Report

**1-13 Mackenzie Street, 17-19 Mackenzie Street, 211 Blues
Point Road, Lavender Bay**

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1.0 Introduction

This Scoping Report has been prepared on behalf of the Parish of our Lady of the Way and St Vincent de Paul Society Housing Australia (SVDPSHA) (**the Proponent**) in support of a concurrent State Significant Development Application (**SSDA**) and rezoning proposal for a mixed use development at 1-13 and 17-19 Mackenzie Street and 211 Blues Point Road, Lavender Bay (**the site**). This Report has been prepared to request project-specific Secretary’s s Environmental Assessment Requirements (**SEARs**) and rezoning study requirements.

The proposal is for a mixed use development comprising a 20-storey residential apartment tower, a three-storey residential building, a five-storey mixed use building. The proposal also includes the retention of the existing heritage listed St Francis Xavier Catholic Church, the church forecourt and potential through site link to North Sydney Station Plaza.

On 23 June 2025, an Expression of Interest (**EOI**) application 263477 (dated 13 May 2025) was recommended by the Housing Delivery Authority (**HDA**) for the Project to be declared State Significant Development under Section 4.36(3) of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*. The Project was formally declared as an SSD by the Minister for Planning under the *State Significant Development Declaration Order (No 10) 2025* on 30 June 2025. The proposal will be facilitated by a concurrent Planning Proposal (**PP**) to amend the *North Sydney Local Environmental Plan 2013 (NSLEP 2013)*.

A combined Planning Proposal Report and Environmental Impact Statement (**EIS**) will be submitted as part of the SSDA and PP package to support this amendment.

This Scoping Report has been prepared in accordance with the *State Significant Development Guidelines – preparing a scoping report* (October 2022) and the *Local Environmental Plan Making Guidelines* published by the Department of Planning, Housing and Infrastructure (**DPHI**). It provides an overview of the project, outlines the statutory context and identifies the key matters requiring further assessment in the EIS.

1.1 The Proponent

The details of the Proponent for this SSDA are provided in **Table 1**.

Table 1 Proponent’s Details

Aspect	Detail
Proponent name	St Vincent de Paul Society Housing Australia (SVDPSHA) CHP
ABN	38 103 181 700
Address	2C West Street, Lewisham NSW 2049

1.2 Site Overview

The site comprises eight allotments and is located on Mackenzie Street. The total site area is 5,990 sqm.

The site is currently occupied by the heritage listed St Francis Xavier Catholic Church and school hall building with at-grade carpark, a three-storey strata residential flat building and a retirement living building. The site is directly adjacent to the North Sydney train station and is partially located in Lavender Bay Heritage Conservation Area (see **Figure 2**).

Vehicular and pedestrian access to the site is facilitated via Mackenzie Street. Pedestrian access is also available via an easement and stair from Blue Street Plaza. Pedestrian access to the residential flat building at 211 Blues Point Road is via Blues Point Road.

Table 2 Legal Descriptions and Site Areas

Address	Area	Title
17-19 Mackenzie Street	4,407 sqm	2/DP86304
211 Blues Point Road	469 sqm	SP51520
1-13 Mackenzie Street	186 sqm	1/DP600567
1-13 Mackenzie Street	186 sqm	20/DP61273
1-13 Mackenzie Street	186 sqm	21/DP974999

1-13 Mackenzie Street	186 sqm	22/DP97499
1-13 Mackenzie Street	186 sqm	23/DP97499
1-13 Mackenzie Street	186 sqm	24/DP97499



Figure 1 The site (SDT Explorer, edited)

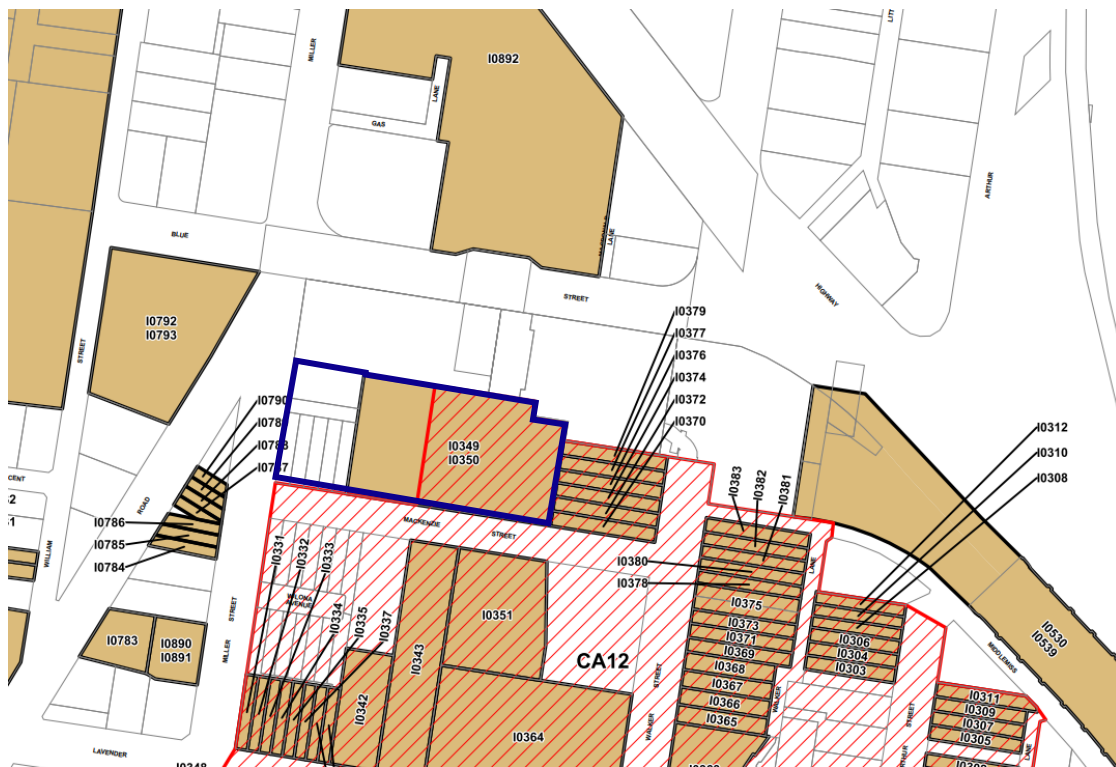


Figure 2 Heritage Map (NSW Government)

1.3 Site Context

The site is located on Mackenzie Street, Lavender Bay in the North Sydney Local Government Area (**LGA**).

Lavender Bay is characterised by mixed commercial and residential development, passive and active recreational spaces, all in close proximity to major road and railway infrastructure.

The site is surrounded by a number of heritage items to the west, south and east. The Lavender Bay Conservation Area is overlaid on religious and Victorian mansion estates and significant as a late 19th Century residential area with rare groupings of stepped terrace style housing.

The site is located approximately 300m walking distance from North Sydney train station (shorter distance if access via the easement) and multiple bus stops on Blue Street.



Figure 3 Aerial of Site Context (Google Maps)

1.3.1 Surrounding Development

Surrounding development in the immediate vicinity include:

- **To the north:** Existing commercial developments including the Zurich tower at 5 Blue Street and the Fujitsu tower at 15 Blue Street (both sites are subject to a SEARs request), North Sydney train station, Greenwood Plaza and general commercial uses.
- **To the west:** Saint Peters Park, St Peter's Presbyterian Church, Shore School, office buildings and a three-storey residential flat building.
- **To the south-west:** Two to three storey terraces, residential flat buildings, terraces, Christ Church Lavender Bay, Lavender Bay Preschool.
- **To the south:** low to medium density housing, including dwelling houses, residential flat building.
- **To the east:** Two to three storey terraces, Royal Art Society of NSW.

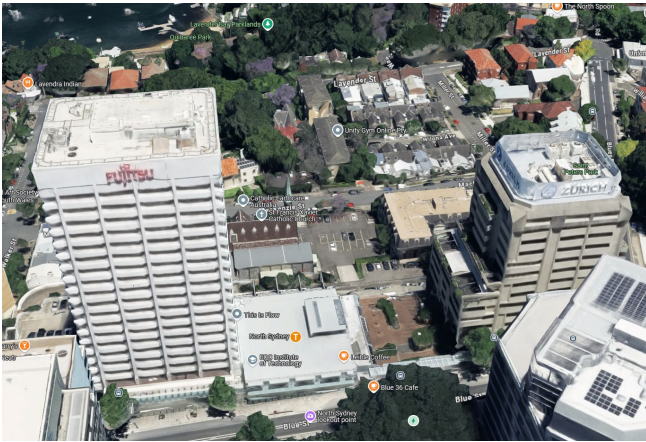


Figure 4 North of the site: 5 and 15 Blue Street and North Sydney station



Figure 5 West of the site: St Peter's Presbyterian Church and office building



Figure 6 South-west of the site: Terraces



Figure 7 South of the site: Terraces and the parish's property at 20 Mackenzie Street



Figure 8 East of the site: Terraces



Figure 9 North-east of the site: View Sydney hotel

1.4 Housing Delivery Authority Process

Since 8 January 2025, applicants have been able to submit an EOI application to the HDA, who provides a pathway for an accelerated state significant development, addressing criteria for major residential developments. These include projects valued at over approximately \$60 million in Greater Sydney (on average 100 or more homes).

The HDA Briefing held on 23 June 2025 considered the EOI (263477) for 1-13 Mackenzie Street, 17 Mackenzie Street, 211 Blues Point Road, Lavender Bay and the following was concluded:

- **Recommended** to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act.
- **Noted** the reasons for the HDA recommendation:
 - The proposal adequately satisfies the objectives and criteria of the HDA EOI.
- **Formed** the view that the development proposal is of State significance as it satisfies the HDA SSD criteria.
- Provides the following advice to the Minister:
 - The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document “HDA consideration of State significance under s4.36 of the EP&A Act.”
- **Recommended** that the Applicant be advised to work with owners of adjoining sites at 5 Blue Street and 15 Blue Street to ensure realisation of built form integration and public benefit across all sites.
- **Noted** there are no member conflict of interests.

The proposal was accepted by the HDA for the progression of a concurrent rezoning and SSDA.

The proposal was declared by the Minister for Planning and Public Spaces as an SSD on 30 June 2025 through the *State Significant Development Declaration Order (No 10) 2025*.

2.0 Strategic Context

This section outlines the key strategic framework that is relevant to the Proposal. This initial assessment broadly addresses the strategic drivers that support the proposed concurrent LEP amendment as well. A full assessment against the strategic merit criteria will be undertaken at the rezoning proposal stage.

2.1 Consistency with Strategic Framework

The following strategic planning documents and processes are relevant to the Proposal.

- Greater Sydney Region Plan,
- North District Plan,
- North Sydney Local Strategic Planning Statement, and
- North Sydney Local Housing Strategy.

These documents will be addressed in detail in the future application.

2.1.1 The National Housing Accord 2022

In October 2022, the National Housing Accord (**Housing Accord**) was announced by the Federal Government, which would aim to deliver 1.2 million new well-located homes, including 377,000 in New South Wales, to be built over 5 years from July 2024.

North Sydney Council's housing target, aligned to the Accord, is to provide 5,900 new completed homes by 2029.

The proposal will provide 186 new dwellings including approximately 27% affordable housing GFA to St Vincent de Paul Society Housing Australia CHP, within a walking distance of public transport, employment, local businesses and open spaces.

2.1.2 Low and Mid-Rise Housing Reforms

The *State Environmental Planning Policy (Housing) Amendment (Low and Mid Rise Housing) 2025* was published 28 February 2025 which introduced provisions for low and mid-rise (**LMR**) housing under Chapter 6 of the Housing SEPP.

The north western portion of the site is identified to be within a low and mid rise housing outer area, which is defined as land within 400-800m walking distance of land identified as "Town Centre" or a public entrance to a railway station listed in Schedule 11, including Victoria Cross metro station.

However, we note this application will not utilise the LMR provisions.

Notably, adjacent sites further east and west are located within the low and mid rise housing outer area, being 400-800m walking distance from Victoria Cross or Milson Point stations. These sites span across R2 Low Density Residential, R3 Medium Density Residential and R4 High Density Residential zones. North Sydney station is not listed in Schedule 11 of the SEPP as an LMR station.

In terms of future context, a maximum building height of 9.5m and maximum FSR of 0.8:1 apply to R2 zoned land under the LMR provisions. For R3 and R4 zoned land. A maximum building height of 17.5m and a maximum FSR of 1.5:1 apply to land in the low and mid rise housing outer area.

2.1.3 Greater Sydney Region Plan

The Planning Proposal request will give effect to the goals and directions of *The Greater Sydney Region Plan – A Metropolis of Three Cities* (**Region Plan**). The plan sets out key directions that collectively form a framework for liveability, productivity and sustainability that underpins the growth of the Greater Sydney region. The Plan sets out objectives that will guide Sydney's growth; the following demonstrates how the proposal aligns with and gives effect to the following strategic objectives:

- Objective 7: Communities are healthy, resilient and socially connected
- Objective 10: Greater housing supply
- Objective 11: Housing is more diverse and affordable
- Objective 12: Greater places that bring people together

- Objective 14: *A Metropolis of Three Cities* – integrated land use and transport creates walkable and 30-minute cities

The Region Plan states that factors that contribute to affordability challenges are “the limited availability of smaller dwellings to meet the growing proportion of small households as well as the growing distance between areas where housing is affordable and the location of employment and education opportunities” (Region Plan, p.68).

Being directly adjacent North Sydney station, the site is well positioned to contribute the provision of additional housing supply and importantly affordable housing supply, located adjacent anticipated high density residential developments to the north to create a precinct suitable for wider urban renewal. The proposal for a variety of the dwellings in medium and high density buildings is therefore suitable for the site.

Importantly, the location is near employment destinations of North Sydney and Sydney CBD, recreation and open spaces in North Sydney and along the harbour, as well as education opportunities with multiple schools close by.

The Lavender Bay area benefits from its proximity to existing transport, services, green spaces and will continue to leverage the benefits of renewal encouraged by the Low and Mid Rise Housing provisions. The Region Plan promotes the 30-minute city aligned with *Future Transport 2056*. The SSDA will be aligned to improving access for more people who are able to benefit off being connected physically, socially, and culturally, contributing to a better quality of life. This allows North Sydney Council to contribute strategically to “*building healthy, resilient and diverse communities*”.

2.1.4 North District Plan

Consistent with the Region Plan, the North District Plan (**District Plan**) sets the strategic directions for City of Ryde, Hornsby, Hunters Hill, Ku-ring-gai, Lane Cove, Mosman, North Sydney, Northern Beaches, and Willoughby LGAs. It promotes three major housing themes:

- Greater housing supply;
- More diverse and affordable housing; and
- Better located and designed housing

The proposal help deliver on the objectives of the North District Plan through:

- Providing 186 new additional dwellings on a site that under is currently underutilised within an established high-density neighbourhood;
- Providing approximately 27% affordable housing provision in a well located area;
- Being located within walking distance of the North Sydney and Milsons Point train stations and has existing public transport networks;
- Being well designed and will contribute to providing quality housing supply that is sensitive to environmental impacts to neighbours.

2.1.5 North Sydney Local Strategic Planning Statement

The North Sydney Local Strategic Planning Statement (**LSPS**) was published in March 2020. The LSPS outlines the 20-year vision, planning priorities and actions for land use for the North Sydney LGA.

The LSPS outlines the following planning priorities:

- *Collaborate with State government Agencies and the community to deliver new housing, jobs, infrastructure and great places.*
- *Diverse housing options that meet the needs of the North Sydney community.*
- *Support walkable centres and a connected, vibrant and sustainable North Sydney.*

The LSPS identifies an evident gap in the supply of affordable housing within the LGA and states their intention to continue collaborating with State Government agencies to strengthen the long-term sustainability of affordable housing. By enacting the infill affordable housing provisions under the Housing SEPP, the future development application on the site will be aligned to the objective of the division. The provision of affordable housing will provide much needed diverse housing options in the area.

The site is suitable for increased density due to its walkable proximity to existing public transport services.

2.1.6 North Sydney Local Housing Strategy

North Sydney Council's Local Housing Strategy (LHS) was endorsed by DPHI on 10 May 2021. The LHS sets out the strategic direction for housing in the North Sydney LGA over the next 20 years. It supports the delivery of the 0-5 year dwelling target of 3,000 dwellings and a 6-10 year housing target between 2,700 dwellings. The NSW Government set an updated housing targets of 5,900 new completed homes by 2029 for North Sydney Council aligned with the National Housing Accord.

North Sydney Council's approach to development capacity is to increase *"residential density in and around existing centres to take advantage of good access to transport, services, community facilities and employment opportunities. This enables Council to minimise development in sensitive areas such as along the foreshore, on land adjoining bushland, and in heritage and conservation areas"* (LHS, p.63). The subject site fits within these parameters and thus, is suitable for future residential development to assist Council in the delivery of well-located housing in the LGA.

Further, the LHS identifies factors impacting housing affordability whereby, *"the high demand for housing in close proximity to high value jobs in Sydney CBD and the wider Eastern Economic Corridor is driving up the price of homes in North Sydney LGA. These factors will make it more difficult for key workers, lower income and moderate-income households to live in North Sydney LGA where access and proximity to their jobs and other opportunities in the Harbour City and Eastern Economic Corridor are good"* (LHS, p.43). The provision of approximately 27% of the total dwellings as affordable housing, is a positive contribution towards providing quality housing for these groups.

2.2 Cumulative Impacts

The suitability of Lavender Bay and North Sydney for continued higher density residential development has been affirmed by its inclusion in the State government's LMR housing reforms. Land within a 400m-800m radius from Victoria Cross and Milsons Point stations is identified as a 'low and mid-rise housing outer area' where the low and mid-rise housing provisions of the Housing SEPP apply. Due to the fact these provisions were recently introduced in 2025 as a strategy to encourage the development of low and mid-rise housing in areas that are well located, any future development should reflect the changing context of the site subject to these new provisions.

The site is located immediately contiguous the North Sydney heavy rail station and broader North Sydney CBD, an evolving high-density precinct undergoing significant transformation driven by major transport infrastructure, including the recent Victoria Cross Metro and upgrades to the Warringah Freeway.

Critically, this site forms part of the potential urban renewal precinct as it sits adjacent two other proposals that have been subject to HDA and SEARs applications – being 15 Blue Street (HDA 233796) and 5 Blue Street (HDA 233741).

The proposal will give regard to potential cumulative impacts and synergies from nearby developments that are currently being undertaken or planned in the vicinity of the site.

3.0 The Proposal

The project includes a concurrent Rezoning Proposal and an SSDA. The Rezoning Proposal seeks to amend the planning controls under NSLEP 2013 and the SSDA will facilitate the delivery of the proposed development via the granting of development consent (subject to detailed assessment). The details of each component are further discussed below.

3.1 Rezoning Proposal

Under NSLEP 2013, the site is currently zoned SP2 Place of Worship, R3 Medium Density Residential and R4 High Density Residential. The site is subject a maximum building height of 8.5m and the SP2 and R3 zoned land and 12m for the R4 zoned land. The entire site is not subject to a maximum floor space ratio control.

To facilitate the proposed development described in **Section 3.3**, the Rezoning Proposal seeks to:

- Rezone the site to part MU1 Mixed Use and retain the SP2 Infrastructure zoning for the Church
- Increase the maximum building height to enable a 20-storey tower

A key component of the HDA recommendation is to progress a Rezoning Proposal concurrently with the SSDA.

Rezoning of the site to part MU1 Mixed Use will be required to enable the proposed uses, including ‘residential flat building’ and ‘shop top housing’.

The rezoning proposal also seeks to amend the ‘Height of Buildings Map’ under NSLEP 2013 to enable a 20-storey development, with the exact building height in metres to be confirmed in the future application. It is anticipated that the proposed height will be at approximately RL 120.

The proposed amendments to NSLEP 2013 facilitate development of the site to a scale and form that is feasible for redevelopment of a site in a strategic location, being directly adjacent to the North Sydney station, whilst ensuring acceptable impacts on adjoining properties and open spaces.

An initial strategic merit assessment for the proposed amendment to the NSLEP 2013 is provided at **Section 2.0** of this Scoping Report.

3.2 Proposed Detailed Development

Concurrent with the rezoning proposal, the proposed development will be submitted as a SSDA. The project seeks development consent for:

- Demolition of existing retirement living building and residential flat building in the western portion.
- Retention of the St Francis Xavier Church.
- Adaptive re-use of the former school building.
- Construction of three buildings for a total of 186 dwellings, including:
 - A 20-storey mixed use tower comprising residential and non-residential uses
 - A 3-storey building comprising residential dwellings
 - A 7-storey mixed use building comprising a two-storey extension to the Church and former school building for non-residential uses and five levels of residential use above
- Two levels of basement parking.
- Provision of a Church forecourt as communal open space
- Creation of through-site links to North Sydney Station Plaza

Table 3 Project overview

Descriptor	Value
<i>Site Area</i>	5,990 sqm
<i>Land Use</i>	Residential, commercial and place of public worship
<i>Proposed Building Height</i>	Approximately RL 120 (20 storeys)
<i>Residential Yield</i>	186 dwellings

<i>Affordable Housing</i>	50 dwellings
<i>Car Parking</i>	Two basement levels (exact parking number to be confirmed in the future application)

Figure 10 and **Figure 11** below illustrate the indicative Ground Floor Plan and Typical Tower Plan (Low-rise).

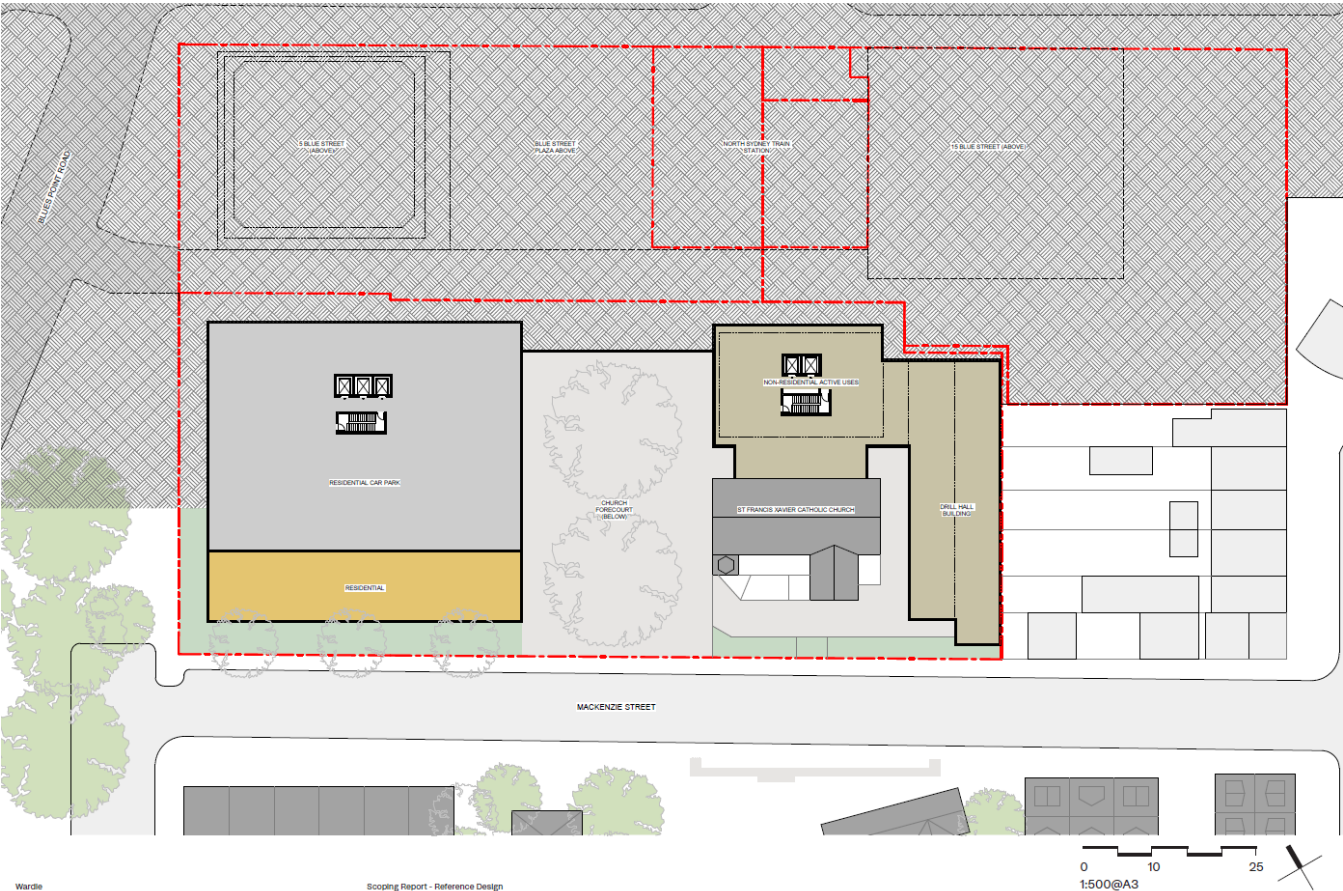


Figure 10 Indicative Ground Floor Plan (Wardle 2025)

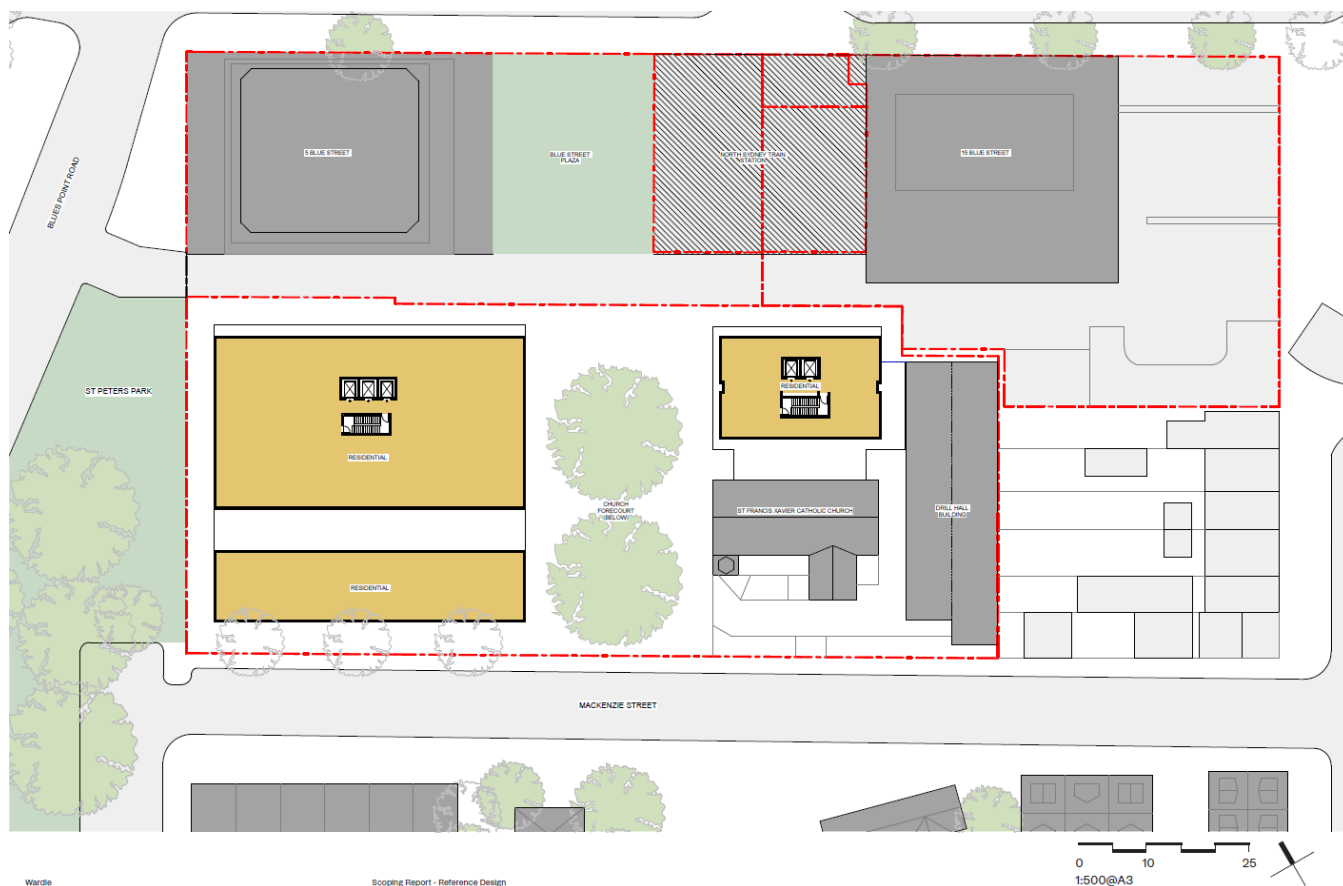


Figure 11 Indicative Typical Tower Plan (low-rise) (Wardle 2025)

3.3 Affordable Housing

The proposal will include 50 affordable housing units (~27% of total dwellings) which will be managed by St Vincent de Paul Society Housing Australia as a registered Community Housing Provider.

The affordable housing component will be integrated into the overall development. The proponent intends to engage with DPHI on the provision of affordable housing.

4.0 Statutory Context

This section provides an overview of the key statutory requirements for the proposal.

Table 4 Key statutory requirements

Power to Grant Consent	This project was declared as SSD by the Minister on 30 June 2025 under <i>State Significant Development Declaration Order (No 10) 2025</i>. The Minister for Planning and Public Spaces is the consent authority for SSD pursuant to Section 4.5(a) of the EP&A Act. Under the Housing Delivery Authority Operational Procedures of December 2024, the Minister or delegate will determine the applications under the major residential state significant development pathway. The Minister or delegate will also be the local plan making authority for planning proposals made under the major residential state significant rezoning pathway.
Permissibility	The proposal is located on land which is subject to the NSLEP 2013 and zoned R4 High Density Residential, R3 Medium Density Residential and SP2 Place of Worship. ‘Residential flat building’ is permitted with consent in the R4 zone only. As the proposal includes mixed use development comprising residential flat building and non-residential uses, rezoning from the existing zones to MU1 Mixed Use is proposed. An analysis of the proposed land uses on the site will be undertaken in the future application to confirm the extent of the MU1 zone and whether the SP2 zoning will be retained for the existing Church on the site as a place of public worship.
Other Approvals	The following approvals and/or referrals will be required in order to permit the proposal to occur: • Roads Act 1993: An approval under Section 138 of the Roads Act is unlikely to be required, subject to further design development. • Environmental Protection and Biodiversity Conservation Act 1999: The Project is not likely to impact a matter of National Environmental Significance. On this basis, the Project is unlikely to be required to be referred to the Federal Department of the Environment to determine if it constitutes a controlled action and the bilateral agreement applies.
Pre-conditions to exercising the power to grant consent	• Biodiversity Conservation Act 2016 (BC Act): A BDAR waiver will likely be requested following initial review from the Department for this project to satisfy Section 7.9(2) of the BC Act. • National Parks and Wildlife Act 1974 (NPW Act): An initial assessment of the potential impacts of the proposal on Aboriginal cultural heritage will be carried out. Subject to the findings of the initial assessment, an Aboriginal Cultural Heritage Report (ACHAR) may be required to be prepared. • State Environmental Planning Policy (Transport and Infrastructure) 2021 (TI SEPP): As the site is adjacent to the rail corridor, referral to the relevant rail authority (TfNSW or ARTC) under Section 2.98 and 2.99. • State Environmental Planning Policy (Resilience and Hazards) 2021 (RH SEPP): Section 4.6(1)(b) provides that a consent authority must be satisfied that the land is suitable in its contaminated state - or will be suitable, after remediation - for the purpose for which the development is proposed to be carried out. A Preliminary Site Investigation (PSI) will be prepared to accompany the future application. Subject to the findings of the PSI, further contamination assessment may be required. • State Environmental Planning Policy (Sustainable Buildings) 2022,
Mandatory matters for consideration	• EP&A Act, • Environmental Planning and Assessment Regulation 2021 (EP&A Regulation), • Biodiversity Conservation Act 2016 (BC Act), • Roads Act 1993, • SEPP (Planning Systems) 2021 (Planning Systems SEPP), • SEPP (Housing) 2021, • SEPP (Biodiversity and Conservation) 2021, • SEPP (Resilience and Hazards) 2021, • SEPP (Sustainable Buildings) 2022 • SEPP (Transport and Infrastructure) 2021 • North Sydney LEP 2013.

5.0 Engagement

5.1 Engagement Undertaken

5.1.1 North Sydney Council

An early scoping meeting was held with North Sydney Council in 2023 to discuss the renewal of the ground plane, improved north south connection from the North Sydney Station Plaza through the site and overall renewal of the site as part of a wider precinct. Council's stated position was supportive of the public realm upgrades on condition there was no additional overshadowing created from any of the proposed building forms (even if compliant with the Chapter 4 of the Housing SEPP / Apartment Design Guide (ADG) provisions).

However site-specific rezonings were not supported in North Sydney Council per their stated position in their Local Housing Strategy.

Further consultation will be undertaken with Council throughout the concurrent rezoning proposal and SSDA process.

5.1.2 Adjoining landowners

The Parish and SVDPSHA has long been in dialogue with both adjoining landowners of 5 and 15 Blue Street, being Zurich and Aqualand as it relates to the potential activation of the precinct including the Parish lands, specifically to provide critical north/south linkages from North Sydney Station to the south, including extensive open space networks and harbour foreshore.

The HDA recommended the Applicant to work with owners of adjoining sites at 5 and 15 Blue Street to “*ensure realisation of built form integration and public benefit across all sites*”.

Ongoing consultation will be undertaken with the adjoining landowners in accordance with the HDA's recommendations to ensure a holistic approach to the renewal of the three sites as a master planned precinct.

5.2 Future Engagement Actions

5.2.1 State Design Review Panel

An early consultation with the State Design Review Panel (SDRP) will be requested to ensure independent design quality advice is considered early into the proposal. However, according to the *NSW State Design Review Panel Guidelines for Project Teams*¹, for private projects on private land, pre-lodgement review by the NSW SDRP is not required if no sessions are available within 12 weeks of the application. In the case no sessions are available within 12 weeks, the Proponent may defer the SDRP process to post-Exhibition of the SSDA.

5.2.2 Other stakeholders

The Applicant will undertake future engagement and consultation in accordance with the SEARs and the Undertaking Engagement Guidelines for State Significant Projects published by DPHI (March 2024).

The following stakeholders have been identified for consultation:

- DPHI
- Transport for NSW, including Transport Asset Manager NSW, Sydney Trains and Sydney Buses
- North Sydney Council
- Adjoining landowners, including Zurich and Aqualand at 5 and 15 Blue Street
- Surrounding residents and businesses
- Local indigenous community
- Local community groups and members; and

¹ [NSW State Design Review Panel: Guidelines for Project teams – Advisory note](#)

- Public agencies and utility providers, including WaterNSW, Ausgrid, Jemena and Sydney Water

In addition to considering comments and feedback from recent engagement activities, future engagement will be undertaken on an ongoing basis throughout the lifecycle of the project with key stakeholders and may include publicly accessible on-line engagement and stakeholder briefings. The outcomes of engagement activities will be detailed in an Engagement Report which will inform the Project design and accompany the EIS.

The public exhibition process will allow further opportunities for the public, relevant agencies, and other stakeholders to comment and provide submissions on the SSDA.

6.0 Proposed Assessment of Impacts

The following **Table 5** outlines the relevant matters and potential impacts that are to be addressed in detail within or accompanying the EIS.

Table 5 Matters Requiring Further Assessment in the EIS

Assessment Matter	Proposed Approach
<i>Built Form and Urban Design</i>	The Proposal will be accompanied by Architectural Plans, a Design Verification Statement, a Design Report and Landscape Plans that support the proposed built form and urban design for the Project. These reports will analyse and assess the impact of the proposed form and urban structure proposed within its context and demonstrate thoughtful and skilful design.
<i>Environmental Amenity</i>	The following environmental amenity considerations will be addressed in the Architectural Plans and Design Report: • Overshadowing, • View loss, • Solar access, Natural daylight • Natural ventilation, • Private, communal and outdoor spaces, • Reflectivity, • Visual privacy, and • Wind impact. The Design Report will include a complete assessment against the applicable provisions of the ADG and a Design Verification Statement.
<i>Solar access</i>	A detailed analysis of solar access to each unit (including affordable housing) will be undertaken in accordance with the ADG requirements. Given the location of the site directly south of the future high density mixed use development at 5 and 15 Blue Street, it is anticipated that there will be overshadowing impacts from the adjoining developments.
<i>Visual impact and overshadowing</i>	An overshadowing assessment and visual impact analysis will accompany the EIS which will analyse the impact of the proposal on the following: • Visual/view sharing impacts on the future high-density residential development at 5 and 15 Blue Street, and • Overshadowing impacts on adjacent properties and places.
<i>Traffic, Parking and Access</i>	A Transport Impact Assessment (TIA) will accompany the SSD and have specific regard for the Proposal's impact on traffic generation, cumulative traffic impacts, traffic modelling and management including key intersections, parking provision, site access, loading/servicing, public transport, and construction impacts.
<i>Noise and Vibration</i>	A Noise and Vibration Impact Assessment will accompany the SSDA having regard to the impact of road and rail noise and vibration on future dwellings and the implementation of mitigation measures/ design measures that will need to be incorporated to maximise amenity.
<i>Heritage</i>	Aboriginal • The Proponent intends to engage with Heritage NSW at the Department of Climate Change, Energy, the Environment and Water, following receipt of SEARs to confirm whether an Aboriginal Cultural Heritage Assessment Report (ACHAR) is necessary for the site. Furthermore, it is noted the updated industry specific SEARs for housing note ACHAR as an <i>if required</i> item, subject to the advice of a heritage specialist. European • A Heritage Impact Statement for European heritage will be prepared to assess potential impacts to heritage items on site and located in proximity and the Lavender Bay Heritage Conservation Area.
<i>Public Infrastructure and Public Domain</i>	The Proposal will address and plan for the interfaces of the Proposal with the future development to the north and its integration with the surrounding context including a through-site link to the North Sydney Station Plaza. Key considerations will include access and connectivity with key public transport hubs including North Sydney train station.
<i>Geotechnical</i>	A Geotechnical Assessment will accompany the EIS to confirm current site conditions and assess potential impacts on soil resources and related infrastructure on and near the site including soil erosion.

	If required, a Groundwater Impact Assessment will be prepared in accordance with relevant Groundwater Guidelines. A Preliminary Site Investigation (PSI) on the site will determine the need for a Salinity Management Plan or Acid Sulfate Soil Management Plan, which would be prepared to include appropriate management measures and strategies that support the Proposal.
<i>Biodiversity</i>	A BDAR report or BDAR waiver will be submitted to accompany the EIS, which will be determined following detailed ecological testing. A report will be prepared which assesses biodiversity impacts associated with the development in accordance with the <i>Biodiversity Conservation Act 2016</i> and the <i>Biodiversity Assessment Method 2020</i>.
<i>Trees and Landscaping</i>	An Arboricultural Impact Assessment (AIA) will be prepared that assesses the existing number of trees on the site and provides an assessment on the tree proposed to be removed and retained. Existing canopy coverage and tree root mapping will be identified. The Landscape Plans will include: • Deep soil and landscaped areas, • Details on proposed site planting, • Evidence that opportunities to retain significant trees have been explored and informs the plan, and • Demonstrates the contribution to long term landscape setting for the site and context, mitigating the urban heat island effect, the objective of urban tree canopy cover, and maximise opportunities for green infrastructure.
<i>Environmentally Sustainable Development</i>	The Proposal will outline an Environmental Sustainable Development (ESD) framework including relevant Green Star, BASIX and NatHERS ratings and establish ESD principles that underpin the Proposal. A BASIX certificate will accompany the EIS.
<i>Construction</i>	Construction impacts including traffic, noise and vibration, and construction waste management will be assessed as part of the proposal having regard to Council DCP requirements.
<i>Operational Details</i>	Plans in relation to operational management such as operational waste and operational noise and vibrations management will accompany the EIS.
<i>Stakeholders and Community</i>	A structured and transparent approach to communications and engagement will be undertaken. This will ensure that key stakeholders and the broader community are informed about the project, provided with opportunities for meaningful input, and supported in understanding the planning process. An appropriate communications and engagement strategy will be prepared and executed as part of the SSDA process. The outcomes of engagement activities will be detailed in an Engagement Report which will inform the Project design and EIS.
<i>Infrastructure and Servicing</i>	The Proposal will satisfy the provision of infrastructure and services as required.
<i>Other Matters</i>	The EIS will also consider: • All relevant statutory context, • Estimated development cost and employment, • Contributions and public benefit, • Water quality and stormwater management, • Social impacts, • Economic impacts, and • Site suitability and the public interest.

6.1 Other Matters

In accordance with the HDA recommendation, a concurrent Planning Proposal will be submitted to amend the Zoning Map, and Height of Buildings Map of NSLEP 2013.

A combined Planning Proposal and EIS report will be submitted to support this amendment, which is expected to be classified as a 'Standard' Planning Proposal under the *Local Environmental Plan Making Guideline (2023)*.

The Planning Proposal will include a full assessment against the site specific and strategic merit tests.

7.0 Conclusion

This submission provides the relevant information to assist in the preparation of industry-specific SEARs for a mixed use development at 1-19 Mackenzie Street and 211 Blues Point Road, Lavender Bay.

This Scoping Report has outlined preliminary information regarding the site, the proposed development, the strategic and statutory context and planned and ongoing stakeholder engagement. The scoping of the proposed assessment of impacts within the EIS will permit DPHI and other government agencies to prepare and issue SEARs.

In accordance with the HDA recommendation, a concurrent Planning Proposal will be submitted to amend the NSLEP 2013 to amend the Zoning Map and Height of Buildings Map of NSLEP 2013 to rezone the land and amend the maximum building height standard applying to the site.

A concurrent Planning Proposal Report and EIS will be submitted as part of the SSDA and PP package to support this amendment, which is expected to be classified as a 'Standard' Planning Proposal under the LEP Making Guideline.

We trust that the information detailed in this report is sufficient to enable the Secretary to issue SEARs.