



# SCOPING REPORT – PROJECT SPECIFIC SEARS AND REZONING REQUEST

2 Old Kurrajong Road & 1 Kurrajong Road, Casula



# Scoping Report – Project Specific SEARS and Rezoning Request

No 2 Old Kurrajong Road (Lot 200 Deposited Plan 836713) & No 1  
Kurrajong Road (Lot 201 Deposited Plan 836713), Casula NSW 2170

**Prepared for**

**Easterly View Property Pty Ltd**

**By**



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Casula

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We pay our respects and honour the Elders of the past and present and extend that respect to other Ongoing Custodians maintaining Country. They are its original storytellers, and their songs and ceremonies are woven through its fabric.



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## Table of Contents

<b>1</b>	<b>Introduction</b>	<b>1</b>
1.1	Proponent Details	2
1.2	Site and Project Description	2
1.3	Project and Objectives	5
1.4	Background and Mitigation Strategies	7
1.5	Description of Related Development	8
<b>2</b>	<b>Strategic Context</b>	<b>9</b>
2.1	Alignment of Project with Strategic Framework	9
2.2	Ministerial Directions	12
2.3	Key Site features	13
	2.3.1 Road connections, barriers and facilitating pedestrian access	13
	2.3.2 Built Form and Visual Referencing	13
	2.3.3 Site Constraints	15
2.4	Cumulative Impacts	16
2.5	Agreements	16
<b>3</b>	<b>The Project</b>	<b>17</b>
3.1	Proposed Project	17
3.2	Urban Design Initiatives incorporated in the Project	22
3.3	Overview of Alternatives	24
	3.3.1 Option 1 – Do nothing	24
	3.3.2 Option 2 – Delaying the Proposal	24
	3.3.3 Option 3 – HDA SSDA and Rezoning (Proposed Project)	24
3.4	Alternative Design Initiatives	24
<b>4</b>	<b>Statutory Context</b>	<b>25</b>
4.1	Statutory Requirements	25
4.2	Pre-Conditions	26
4.3	Mandatory Considerations	27
<b>5</b>	<b>Rezoning Proposal</b>	<b>31</b>
5.1	Additional Permitted Uses	31
5.2	Built Form Controls	32
5.3	Indicative LEP Map Amendments	32
<b>6</b>	<b>Community Engagement</b>	<b>34</b>

**Scoping Report – Project Specific SEARS  
and Rezoning Request**

**2 Old Kurrajong Road & 1 Kurrajong Road,  
Casula**

6.1	EIS Engagement Approach	34
6.2	EIS Engagement Activities	34
<b>7</b>	<b>Preliminary Assessment of Impacts</b>	<b>35</b>
7.1.1	Access	35
7.1.2	Access and transport	35
7.1.3	Aeronautical impacts	35
7.1.4	Air quality	35
7.1.5	Amenity	35
7.1.6	Biodiversity	35
7.1.7	Building Code of Australia	36
7.1.8	Built Form and Urban Design	36
7.1.9	Community engagement	36
7.1.10	Construction staging	36
7.1.11	Contamination	37
7.1.12	Earthworks	37
7.1.13	Ecologically Sustainable Development	37
7.1.14	Economic	37
7.1.15	Geotechnical	37
7.1.16	Heritage	37
7.1.17	Landscape Open Space	38
7.1.18	Noise and vibration	38
7.1.19	Overshadowing	38
7.1.20	Social Impacts and Crime Prevention	38
7.1.21	Utilities and infrastructure servicing	38
7.1.22	Visual	38
7.1.23	Waste	39
7.1.24	Water Management	39
<b>8</b>	<b>Conclusion</b>	<b>40</b>
<b>9</b>	<b>Glossary</b>	<b>41</b>

**Scoping Report – Project Specific SEARS  
and Rezoning Request**

**2 Old Kurrajond Road & 1 Kurrajong Road,  
Casula**



## Tables

Table 1 Proponent's details	2
Table 2 Alignment with key strategic planning documents	9
Table 3 Proposed Distribution of GFA and uses by Stage	20
Table 4. Identification of statutory requirements	25
Table 5. Pre-Conditions	26
Table 6. Mandatory considerations	27

## Figures

Figure 1 Location of Site	3
Figure 2 Aerial photograph of the Site and surround location	4
Figure 3 Site and surrounding context	4
Figure 4 Proposed development staging	6
Figure 5 Extract of Zoning Map showing extent of R4 High Density Residential Zone	14
Figure 6. Proposed built form massing and heights	15
Figure 7 . Proposed Masterplan	18
Figure 8. Proposed maximum building heights	19
Figure 9. Proposed maximum FSR	19
Figure 10. Proposed indicative building typologies and additional permitted uses	20
Figure 11 Photo expression of built form at Hume Highway corner with Old Kurrajong Road and along Hume Highway facing north east	22
Figure 12 Neighbourhood Spaces	24

## Appendices

Appendix A: Scoping Summary Table
Appendix B: Indicative IDG Masterplan
Appendix C: Public Domain and Open space Strategy

# 1 Introduction

This Scoping Report has been prepared for Easterly View Property Pty Ltd to outline the relevant planning considerations for the issue of the Secretary's Environmental Assessment Requirements (**SEARs**) to inform a concurrent Concept State Significant Development Application (**CSSDA**) and Planning Proposal (**PP**) for the former Ingham Homestead parcel, with frontages to Old Kurrajong Road, Kurrajong Road and Hume Highway, at Casula.

On 21 August 2025, following a recommendation from the Housing Delivery Authority (**HDA**) to an Expression of Interest (**EOI**) (ref. 259028), the Minister for Planning and Public Spaces (the **Minister**) issued *State Significant Development Declaration Order (No. 12) 2025* (the **Order**) for the following Project to be State Significant Development:

*development specified in EOI application 259028 dated 28 April 2015 including development for the purpose of mixed use development including shop top housing and commercial premises, residential flat buildings and multi-dwelling housing with provision of affordable housing at 2 Old Kurrajong Road and 1 Kurrajong Road, Casula being Lot 200/DP836713, Lot 201/DP86713.*

To deliver the development outlined in the Minister's Declaration, a concurrent PP will need to amend *Liverpool Local Environmental Plan 2008 (LEP)* addressing the following:

- minimum lot size amended on part of the site to enable subdivision to create final lots of 180m<sup>2</sup> (and 160m<sup>2</sup> for lots with rear or side vehicular access) to facilitate small lot housing;
- increase the maximum height of building development standard to 14m for the small lot housing and to between 17m and 61m for the shop top housing and residential flat buildings;
- maximum floor space ratio (**FSR**) development standard increased to in the order of 1.2:1 for Stage 1 land subject to the CSSDA and to in the order of 3.25:1 for Stage 2 land subject to the CSSDA; and
- permit small scale shops with commercial above on the ground and second floor levels along part of the Old Kurrajong Road frontage and possibly also inward facing ground and second floor office space along part of the Hume Highway frontage for internal site activation to enhance the amenity and walkability and to create a vibrant neighbourhood where local residents have employment opportunities close to where they live in a high density residential environment.

The next step in the process is to prepare a Scoping Report which outlines the relevant Project background, considerations and investigations that will help inform the SEARs that are required to be addressed as part of the assessment of both the CSSDA and PP for the Project. To assist in this process, Easterly View Property has assembled a consultant team and commenced early consultation to provide background information. The results of these early investigations assist in identifying and guiding the scope of future investigations underpinning the CSSDA and PP assessment. The studies referenced in this Scoping Report are as follows:

- Consultation with Department of Planning, Housing and Infrastructure (**DPHI**) Urban Design Team to help inform an Urban Design Study and Indicative Concept Plan prepared by Integrated Design Group Pty Ltd. (**IDG**)
- Landscape Plans and Strategy prepared by Moir Studio.

- Stormwater Strategy prepared by BG&E Engineering
- Consultation with Transport for NSW (**TfNSW**) and commencement of Stage 1 and 2 Traffic Assessment prepared by arc Traffic + Transport
- Biodiversity Development Assessment Report (**BDAR**) Waiver request prepared by ARCADIS
- Due Diligence Aboriginal Archaeological Investigation by McCardle Cultural Heritage
- Preliminary bushfire advice from Building Code and Bushfire Hazard Solutions
- Consultation with retail consultant, Solve Property

This Scoping Report has been prepared in accordance with the *State Significant Development Guidelines – Preparing a Scoping Report, Local Environmental Plan Making Guideline* and references *Guide to Faster Assessments for State Significant Development Housing Applications* prepared by DPHI.

## 1.1 Proponent Details

The Proponent for this CSSDA and concurrent Planning Proposal is Easterly View Property Pty Ltd identified in **Table 1**.

**Table 1 Proponent’s details**

Category	Information
Entity	Easterly View Property Pty Ltd atf Easterly View Property Unit Trust
Address	Suite 1.02, 4F Huntley Street, Alexandria, NSW 2015
ABN	32 134 587 252

## 1.2 Site and Project Description

The site is a large triangular parcel of some 4.28ha known as Lot 200 DP 836713; No 2 Old Kurrajong Road and Lot 201 in DP 836713, No 1 Kurrajong Road, Casula. The Hume Highway provides the third north south boundary of the site.

The site is located 38km south west of the Sydney CBD and 3.3km south of the Liverpool commercial area. Measured from the middle of the site, it is within a 700m radius of Casula Railway Station and a 500m radius of Casula Mall and Darak Park (baseball fields and community centre) which are located to the west. The site is also opposite (south) of Jardine Park (soccer fields and netball courts) and north of Leacock Regional Park. High frequency bus services are available along the Hume Highway with bus stops located adjacent to and opposite the site on the Hume Highway.

**Figure 1** shows the site location in relation to major activity centres and transport connections in this part of the Liverpool Local Government Area (**LGA**).



Source ePlanning Spatial Viewer

**Figure 1 Location of Site**

The site known as 2 Old Kurrajong Road is part of the former Ingham Family residence which addressed Old Kurrajong Road and incorporated expansive turf areas defined by planted rows of trees to define separate spaces. The dwelling house and outbuildings on this land were recently demolished. There is a 4m wide strip of RE1 Public Recreation Zone land that runs adjacent to the Hume Highway which also supports some mature trees.

Maintenance structures on the site are yet to be demolished.

That part of the site known as 1 Kurrajong Road occupies the south western frontage to Kurrajong Road and contains six (6) attached townhouses with access near the intersection with the Hume Highway. The townhouses have been retained in the ownership of the principal property. The remaining frontage to Kurrajong Road comprises separate privately owned detached dwelling houses, dual occupancy and townhouse style developments requiring the development to setback and transition from this boundary toward the Hume Highway.

Whilst the site is generally surrounded by detached housing with some medium density housing typologies, the residential land along Kurrajong Road and Old Kurrajong Road to the west of the site is also zoned R4 High Density Residential, although there has been little redevelopment on this zoned land to date.

**Figure 2** is an aerial photograph showing the improvements to the site prior to demolition of the residence while **Figure 3** shows the location of the site in relation to key attractions.



Source: Landchecker Pty Ltd., 2026 (as of 5 December 2025)

**Figure 2 Aerial photograph of the Site and surround location**



Source: IDG, 2026

**Figure 3 Site and surrounding context**

### 1.3 Project and Objectives

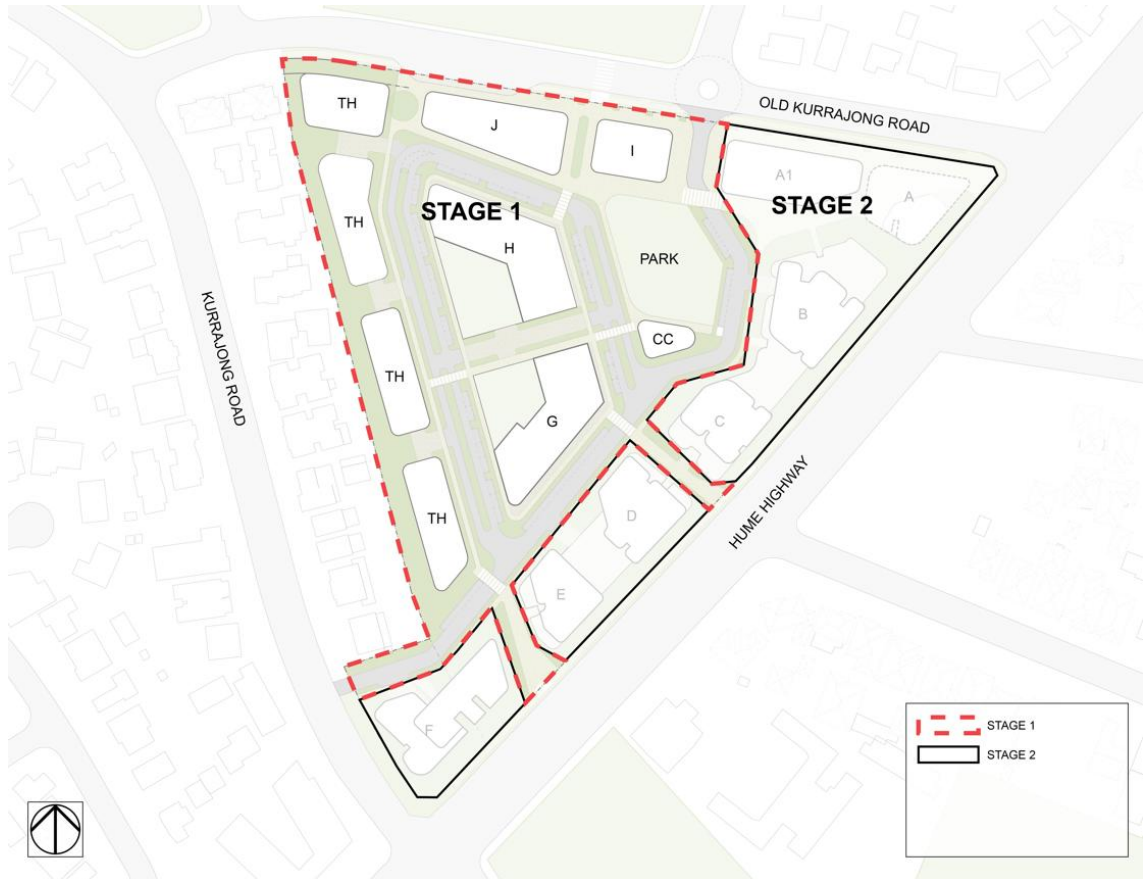
The CSSDA declared by the Minister included 2 Stages of development. Based on current master-planning which has progressed since the HDA EOI was completed, the overall project (Stages 1 and 2) is intended to deliver approximately 637 dwellings primarily within residential flat buildings and shop top housing ranging between 4 and 17 storeys as well as a limited amount of three storey small lot housing. Communal facilities and open space is also proposed. The residential quantum across Stages 1 and 2 will be further resolved and optimised during the CSSDA design process.

Based on current master-planning, Stage 1 is intended to comprise the construction of approximately 209 dwellings through a mix of residential flat buildings, shop top housing and small lot housing, commercial and retail floor space, communal facilities, open space and associated works. Based on current master-planning, Stage 2 is intended to deliver approximately 428 additional dwellings in shop top housing and residential flat buildings.

The shop top housing will be located along part of the Old Kurrajong Road frontage opposite the open space and will comprise a small amount of ground floor retail as well as the potential for second floor commercial floor space with office, medical and health focus aligning with the Ingham Institute of Applied Medical Research broader mission. The CSSDA design phase will also investigate provision of inward facing ground and second floor office space along part of the Hume Highway frontage (such as in buildings A, B and C) to further frame the internal open space within the site and provide local employment opportunities.

Road and development lots will be delivered under *the Community Land Development Act 2021*.

Whilst the majority of the site is currently zoned R4 High Density Residential, there is an approx. 4m wide strip zoned RE1 Public Recreation under the LEP that runs adjacent to the Hume Highway. The current built form controls on the residential land do not permit high density outcomes in this highly accessible location within 800m of Casula Station, Casula Mall, high frequency bus services and important formal sporting fields. Further, the realisation of an appropriate density on this site would generate the need for accessible small retail offerings and other health, recreation and community services set adjacent to the future community's on site open space and community buildings. The Masterplan and proposed Staging are shown in **Figure 4**.



Source: IDG, 2026

**Figure 4 Proposed development staging**

The objectives for the Project are to:

- Facilitate high-quality residential development of a large infill underutilised site set in a uniquely well-located area, with access to high frequency public transport options, open space, commercial and community services.
- Deliver a development where the built form transitions from existing lower and medium density housing in the west to higher buildings along the Hume Highway. The built form to the Hume Highway is of a scale to provide a gateway place marking the main access roads to Casula Mall.
- Provide a safer and more convenient formal crossing of the Hume Highway to connect communities on both sides, including residents within the site, to high frequency public transport options, open space and shops and other services.
- Deliver more diverse housing choice in the local area through a mix of residential flat buildings, shop top housing and small lot housing including a component of affordable housing within a development that provides a vibrant hub for residents accessing open space, communal facilities, retail, food and medical services.
- To encourage small scale non-residential podium level activation to enhance the amenity and walkability to create a vibrant neighbourhood in a high density residential environment.

## 1.4 Background and Mitigation Strategies

There is no other background or history of relevance to the Project than that described above.

The key strategies to avoid, minimise or offset the impacts of the development being pursued at the scoping stage are:

### Traffic and Access to surrounding infrastructure

Based on traffic investigations carried out as part of arc Traffic + Transport's Stage 1 Scoping Study agreed with TfNSW, it is noted that the Hume Highway presents a significant barrier for pedestrians to access the public transport and other attractors located either side of this roadway. Further, the existing intersection at Old Kurrajong Road and Hume Highway operates at Level of Service F. The mitigating strategy investigates options to create a safe crossing of the Hume Highway for pedestrians to high frequency train and bus services while at the same time addressing the capacity and safety concerns with the intersection of Old Kurrajong Road and Hume Highway and entry into the site.

### Biodiversity

Whilst the site has been substantially cleared, ARCADIS was engaged to prepare an Ecological Review of the land and BDAR Waiver request to address the removal of vegetation on the site. The BDAR Waiver request is submitted concurrently with this Scoping Report.

### Landscaping

To offset the loss of existing planted trees and other formal landscape elements on site, Moir Studio has been engaged to advise on street and public domain landscaping including provision for new open space within the development to provide amenity for future residents and measures to optimise vegetation along the Hume Highway frontage to screen and soften the development.

### Bushfire

The most southern extents of the site are identified as being bushfire prone lands extending from Leacock Park located opposite on the Hume Highway. Preliminary advice from Building Code and Bushfire Hazard Solutions confirms that this hazard can be addressed through setbacks and building design to be documented in the CSSDA.

### Aboriginal Archaeology

The site has been significantly disturbed through previous land clearing and construction. An Aboriginal Due Diligence has been prepared by McCardle Cultural Heritage to inform this Scoping Report.

### Retail

Solve Property are retail consultants and have been engaged to examine the mix of convenience retail and commercial needs to provide a vibrant accessible community without unduly competing with Casula Mall, where larger weekly shopping trips will occur.

Water cycle management and utility services

BG&E Engineers has been engaged to ensure that appropriate treatment of stormwater can be incorporated in the proposed development, and the full range of utility services are available and have capacity for the proposed development to be documented in the CSSDA.

SIA and Crime Prevention Through Environmental Design

A Social Impact Assessment (**SIA**) and Crime Prevention Through Environmental Design (**CPTED**) assessment will be required to support the CSSDA proposal.

Noise

The site adjoins the Hume Highway which carries traffic volumes that will require an acoustic assessment and potential noise attenuation measures to be detailed at the CSSDA stage.

## **1.5 Description of Related Development**

A key objective of the development is to facilitate safe and convenient pedestrian movement across the Hume Highway to access the Casula Train Station, high frequency bus services located with bus stops on both sides on the Hume Highway adjacent to the site and other open space and retail attractions in the area.

A potential crossing point with new signals at the intersection of Old Kurrajong Road and the Hume Highway would provide the most direct and convenient access to both the proposed development and adjoining communities as well as resolve a poorly performing intersection. The potential crossing point will need approval from TfNSW, as an authority responsible for approval of new traffic signals. Detailed traffic investigation of this initiative and options continue with TfNSW to give certainty to this matter.

## 2 Strategic Context

This section identifies the key strategic issues that are relevant to the assessment and evaluation of the proposed development, including potential impacts on key features on and surrounding the site and whether the project will generate cumulative impacts. These issues will be investigated in more detail within the Environmental Impact Statement (**EIS**).

### 2.1 Alignment of Project with Strategic Framework

The proposed development is aligned with State, district, and local strategic plans and policies as outlined in **Table 2**.

**Table 2 Alignment with key strategic planning documents**

Strategy document and purpose	Alignment with strategic framework
<b>Commonwealth</b>	
<p><b>National Housing Accord 2022</b></p> <p>The NSW Government has committed under the National Housing Accord to deliver 377,000 new well-located homes across the State by 2029.</p>	<p>Liverpool City Council’s (<b>Council</b>) housing target under both the National Housing Accord and recently released NSW Housing Targets is 16,700 newly completed homes by 2029.</p> <p>The development is intended to deliver approximately 209 dwellings in Stage 1 and the CSSDA is intended to ultimately deliver a further approximately 428 dwellings in Stage 2. The total residential yield across Stages 1 and 2 will be approximately 637 dwellings, however this quantum will be further refined during the CSSDA design phase.</p> <p>The Stage 1 residential yield will incorporate at least 3% affordable housing at Casula. The proposed development will make a meaningful commitment to meeting the targets in a highly accessible and well serviced precinct of Liverpool.</p>
<b>State</b>	
<p><b>NSW Housing Strategy – Housing 2041 (Housing 2041)</b></p> <p><i>Housing 2041</i> released in 2021 provides a 20 year strategy for achieving improved housing outcomes with high density housing and affordable housing identified as typologies necessary for improving housing diversity.</p>	<p>The four pillars of supply, diversity, affordability and resilience of housing reflect the vision for Housing 2041 and are the result of a range of interrelated factors.</p> <p>The proposed development is consistent with these pillars providing diverse and high-density housing typologies, together with affordable housing, in a well located and highly accessible infill site.</p>
<p><b>Greater Sydney Region Plan: A Metropolis of Three Cities (Regional Plan)</b></p> <p>and</p>	<p>The Regional Plan and more detailed District Plan both outline key themes as a basis for considering economic, social and environmental matters in strategic planning. The key themes and objectives relevant to the site and proposed development are:</p> <ul style="list-style-type: none"> <li>Fostering healthy, creative, culturally rich and socially connected communities</li> </ul>

Strategy document and purpose	Alignment with strategic framework
<p><b>Western City District Plan – connecting communities (District Plan)</b></p> <p><i>The Greater Sydney Region Plan</i> provides the overarching strategic plan for growth across the Sydney metropolitan area, which comprises three cities – the Western Parkland City, Central River City, and Eastern Harbour City.</p> <p>Casula is situated within the Western Parkland City District Plan which focusses objectives and direction for this area</p>	<ul style="list-style-type: none"> <li>• <i>Providing housing supply, choice and affordability, with access to jobs, services and public transport</i> – by improving diverse housing supply and choice in an infill location well connected to accessible infrastructure and services.</li> <li>• <i>Creating and renewing great places</i> – by delivering a development that can bring people together in community hub of convenience shops, open space and community building while creating improved safe connections to social and transport infrastructure in the broader neighbourhood.</li> <li>• <i>Integrated land use and transport creates walkable 30 minute cities.</i> – by delivering safe pedestrian connections across Hume Highway to high frequency public transport options and social and open space infrastructure.</li> </ul>
<p><b>The draft Sydney Plan</b></p> <p><i>The draft Sydney Plan</i> will guide how the NSW Government manages growth in the Sydney region over the next 20 years. It will inform local strategic planning and assessment processes, infrastructure planning and prioritisation, and public and private investment decisions.</p> <p>Once finalised, it will replace the Region Plan and all District Plans. Local Strategic Planning Statements will be progressively updated to reflect <i>The Sydney Plan</i> once finalised.</p>	<p><i>The Sydney Plan</i> seeks to rebalance population around infrastructure to intensify housing development, including higher density. Key initiatives include the 5-year housing targets, Low and Mid-Rise Housing Policy, Infill Affordable Housing Reforms and the Transport Orientated Development Program. Increasing housing diversity and choice, as proposed by the proposed development, will improve affordability and meet the needs of a growing and changing population.</p> <p>The <i>Sydney Plan</i> has a 5-year target of 16,700 dwellings for the Liverpool LGA<sup>1</sup>, of which the proposed development will contribute to fulfilling this target.</p> <p>The proposed development aligns with the strategic direction and actions of <i>The Sydney Plan</i> by providing a mix of high-quality housing types, including 3% affordable housing on an infill site well-connected to public transport, open spaces, retail, and community services. Using existing infrastructure for new development is cost effective, reducing public spending for new roads, utilities and services.</p>
<p><b>Future Transport 2056</b></p> <p>The <i>Future Transport 2056</i> strategy sets out a 40-year vision, directions and outcomes framework for customer mobility in NSW, including guiding transport investment. It includes a new focus on the six cities region, striving to revitalise and connect communities,</p>	<p>The proposed development is consistent with the Strategy by delivering increased residential accommodation within a highly accessible location along the Hume Highway, which has excellent access to transport, jobs, education and health services. The proposed development does not prevent the objectives of the Strategy from being achieved.</p>

<sup>1</sup> 0-5 year housing supply target: 2024 – 2029.

Strategy document and purpose	Alignment with strategic framework
encourage thriving local neighbourhoods, and build on economic success.	
<b>Local Context</b>	
<p><b>Connected Liverpool 2040 Local Strategic Planning Statement (LSPS)</b></p> <p>Council’s LSPS adopted in 2020 sets a comprehensive vision for growth across the Liverpool LGA. The LSPS provides a framework for the LGA’s strategic direction and infrastructure priorities to 2040, including housing, employment, access to public transport, and environmental sustainability. Casula is identified as a town centre within the LSPS.</p>	<p>Forecast.id population predicts that Liverpool’s population will grow to 358,871 by 2036, an increase of almost 60% compared with the 2019 population. Council also acknowledges that a variety of homes will be needed to cater for a diverse population with different needs and incomes.</p> <p>Local Planning Priority 7 focuses on housing choice for different needs, with density focused in centres well serviced by public transport.</p> <p>The proposed development aligns with the planning priorities of the LSPS, as it seeks to deliver a diversified housing supply with a 3% affordability contribution in an accessible, well-serviced town centre.</p>
<p><b>Centres and Corridors Strategy (C&amp;C Strategy)</b></p> <p>The C&amp;C Strategy was created to implement Local Planning Priority 11 of the LSPS – an attractive environment for local jobs, business, tourism and investment. As with the LSPS, Casula is identified as a town centre.</p>	<p>Within the C&amp;C Strategy, town centres are identified as large retail centres which act as community gathering places with a range of uses. The Casula Town Centre is centred on Casula Mall. The site is within walking distance of Casula Mall.</p> <p>The mixed-use commercial component of the proposed development aligns with the C&amp;C Strategy and will support uses complementary to Casula Mall. By integrating retail and commercial areas within the podium, the development aligns with the strategic planning objectives to create job opportunities and boost economic activity in the Liverpool LGA.</p> <p>The proposed development will provide for the convenience and specialised retail needs of the local community, supported by the co-location of social infrastructure, promoting walkability and design integration with the street network for future residents.</p>
<p><b>Liverpool Local Housing Strategy (LLHS)</b></p> <p>The LLHS is a high-level strategy providing direction for the provision of housing for the LGA over the next 20 years with a focus on land in close proximity to train stations as the most suitable locations for provision of additional housing.</p>	<p>A detailed assessment of land use opportunities and constraints predicts a total overall demand for an additional 43,452 dwellings between 2016 and 2036. The opportunities mapping identifies the site as being within proximity to Casula Railway Station and a suitable location for the provision of additional housing with limited constraints.</p> <p>The proposed development aligns with the LLHS, supporting a shift towards higher density dwellings and ultimately, the number of well-located high-quality apartments.</p> <p>There is a current demand for social and affordable housing of approximately 13,858 dwellings across the LGA, with an anticipated demand of 23,355 dwellings by 2036. The inclusion of both diverse and affordable housing will assist in improving affordability to ensure existing community members can remain within their community and that essential workers in the locality can access appropriate housing.</p>

## 2.2 Ministerial Directions

The Project requires a concurrent PP and hence must address Directions issued by the Minister that flag matters to be considered as part of the rezoning process. The Project is considered to be consistent with or can address all applicable Section 9.1 Directions in the CSSDA, as demonstrated below:

- Direction 1.1 Implementation of Regional Plans - The Planning Proposal is consistent with the Regional Plan for the reasons set out in Section 2.1 and will further the implementation of the Regional Plan on a highly accessible and well located currently underutilised site.
- Direction 1.4 Site Specific Provisions - The PP utilises appropriate zones and built form outcomes to achieve the intended land use outcomes. The PP will also make changes to *Division 2 Other provisions of Part 7 Additional Local Provisions* or *Schedule 1 Additional Permitted Uses* of the LEP.
- Direction 4.3 Planning for Bushfire Protection - A small part at the south eastern extent of the site is mapped as bushfire prone land from bushland in Leacock Park located opposite the Hume Highway. Preliminary advice from Building Code and Bushfire Hazard Solutions has advised that the bushfire risk can be mitigated by appropriate setbacks and building design which can be documented at the CSSDA stage.
- Direction 4.4 Remediation of Contaminated Land – Given the historic residential land use, it is not expected that the site has had any contaminating land uses. However, the Proposal will include a Preliminary Site Investigation to confirm and address this direction.
- Direction 5.1 Integrating Land Use and Transport - The Project is located on a highly accessible site within walking distance of Casula Station and to the adjacent bus stops on the high frequency bus services adjacent to the site on the Hume Highway.
- Direction 5.2 Reserving Land for Public Purposes - The delivery of the Project does not alter the extent of land already nominated for acquisition by Council, noting that the strip of RE1 Public Recreation zoned land can be delivered into public ownership as part of the development.
- Direction 6.1 Residential Zones - The Project is consistent with this direction in so far as:
  - The site will retain the R4 High Density Residential Zone and the built form controls will be amended to be better aligned to facilitate higher density housing including shop top housing and residential flat buildings.
  - The Project will be of a high quality design and can connect to necessary utility infrastructure.

## 2.3 Key Site features

The key site features that have informed specific investigations or considerations are summarised below:

### 2.3.1 Road connections, barriers and facilitating pedestrian access

The site is located with frontage to three roads – Old Kurrajong Road, Kurrajong Road and the Hume Highway. Old Kurrajong Road and Kurrajong Road provide vehicular access to Casula Mall and adjacent Casula Community Centre, Library and Daruk Park to the west and Jardine Park opposite the site to the north. The Hume Highway provides somewhat of a barrier with the only crossing point at the intersection of Kurrajong Road and Hume Highway at the southern extremity of the site. Whilst this is convenient to access Leacock Park it does not provide convenient access or the shortest route to Casula Station or the stops for high frequency bus services which will invariably require at least one pedestrian crossing per day of the Hume Highway at an inconvenient location.

A Transport Assessment for Stage 1 has been prepared based on a Scope agreed with TfNSW to examine the access, traffic and parking characteristics of the site and proposed development, including pedestrian crossing options for the Hume Highway.

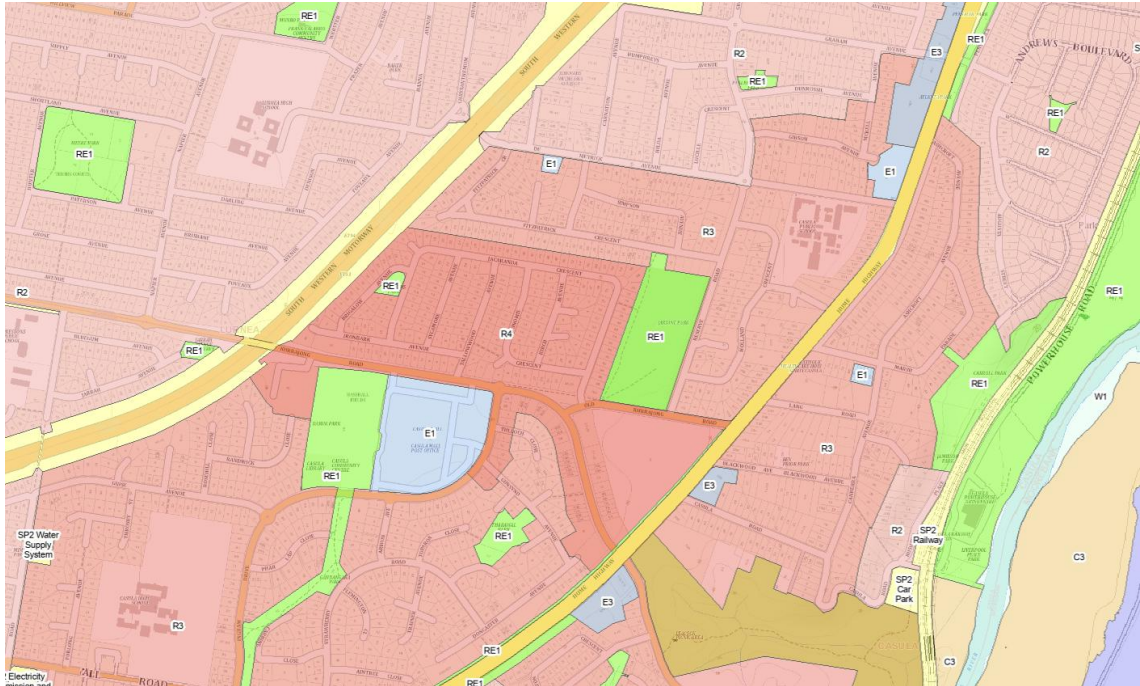
The research and counts so far collected suggests that the intersection of the Hume Highway and Old Kurrajong Road has Level of Service F and insufficient right turn lane resulting in cars spilling into the through lanes on the Hume Highway. The initial findings confirm that the performance and safety of this intersection could be improved by upgrade and signalisation that could incorporate a pedestrian crossing of the Hume Highway, providing the most significant benefits to both the road network and broader pedestrian movement principles.

A Transport Impact Assessment (**TIA**) will be prepared in accordance with the processes and methodology recommended in the *Guide to Transport Impact Assessment* published by TfNSW. The TIA will assess key traffic considerations in relation to the site and its development and will be documented and evaluated in the EIS. Existing and estimated future traffic conditions, parking, and access as well as the impact on surrounding road capacity and pedestrian & cycling routes, are all key features to be analysed including access to Casula Station currently constrained by steps at the end of a midblock pedestrian path and the path network through Leacock Park.

Arc Traffic + Transport are currently commencing the agreed Stage 2 of the Traffic Assessment including site access and other initiatives to improve pedestrian access to key destinations in the neighbourhood.

### 2.3.2 Built Form and Visual Referencing

The site and surrounds are relatively flat and hence high-density development has the potential to be visible from a number of surrounding areas. As noted previously, the site is zoned R4 High Density Residential, a zone which applies to residential land to the west on both sides of Kurrajong Road past Casula Mall to the South Western Motorway as shown in **Figure 5**.



**Figure 5 Extract of Zoning Map showing extent of R4 High Density Residential Zone**

The heights in this area range from 15m to 18m with Casula Mall at 21m. The main part of the site has a maximum height of 12m. It is clear that there has been little redevelopment to date based on these planning controls.

The site presents an opportunity to transition the heights from the existing development adjacent to the western boundary (not yet redeveloped) rising to provide a place marking element adjacent to the Hume Highway. The gateway or placemaking development on the Hume Highway is an urban planning tool used at the main approaches to the Liverpool CBD where large development with greater height is used to highlight the main vehicular roads to a centre located well back from the main road. This is an appropriate response for this site on the Hume Highway to indicate the road leading to Casula Mall.

Given the orientation of the site the proposed shadows associated with the project fall mainly over the Hume Highway in the afternoon and are mitigated by the building transitions to existing development to the west.

The proposed massing of built form on the site is shown in **Figure 6** in relation to the maximum height of building controls that apply to the surrounding area in the LEP. Building heights in relation to the proposed development are also provided on **Figure 6** together with indicative number of storeys based on the proposed height limits.



Source: IDG, 2026

**Figure 6. Proposed built form massing and heights**

### 2.3.3 Site Constraints

As noted previously, the site is relatively flat, substantively cleared of vegetation and has had continued residential occupation over many decades.

There are no flooding issues although the proposal will need to accommodate stormwater treatment into the overall design.

A small extent of land in the south east corner of the site is identified and bushfire prone land which is not seen as a major constraint given the adjoining Hume Highway provides a substantial Asset Protection Zone in a highly developed and urbanised area. A review of the proposed development against the provisions of *Planning for Bush Fire Protection 2019 (PBP 2019)* will be undertaken as part of the CSSDA.

The site adjoins the Hume Highway which carries traffic volumes that will require an acoustic assessment and potential noise attenuation measures to be detailed at the CSSDA stage.

## **2.4 Cumulative Impacts**

The only identifiable cumulative impact will be that associated with any future development of the R4 High Density Residential Zone to the west of the site including the dwellings along Kurrajong Road. There has been very little development of this zone which has been in place at least since 2008.

The TIA will take into consideration the potential uplift in traffic volumes from the potential redevelopment of this land.

## **2.5 Agreements**

There are no Planning Agreements in place in relation to the land.

## 3 The Project

The following section of the report provides an overview of the project, how it has evolved, the timing for delivery and the options associated with not progressing the scheme.

### 3.1 Proposed Project

Development consent will be sought for a CSSDA pursuant to Section 4.22 of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**) for the Project for the following development:

#### Concept Component

The Masterplan is provided in **Figure 7**, the proposed building heights are provided in **Figure 8** and the proposed FSR by stage is provided in **Figure 9**. Based on current master-planning, upon completion of Stages 1 and 2, the redevelopment of the site will deliver approximately 637 dwellings within residential flat buildings and shop top housing ranging between 4 and 17 storeys and three storey small lot housing. The proposed residential typologies are all permissible in the existing R4 High Density Residential zone. The residential quantum across Stages 1 and 2 will be further resolved and optimised during the CSSDA design process.

Communal open space and a community building accessed via roads will also be delivered under the Community Title framework.

The shop top housing will be located along part of the Old Kurrajong Road frontage opposite the communal open space and will comprise a small amount of ground floor retail as well as potential for second floor commercial floor space with office, medical practice and health focus aligning with the Ingham Institute of Applied Medical Research broader mission. The provision of additional inward facing ground and second floor office premises along part of the Hume Highway frontage (such as in buildings A, B and C) will be considered during the CSSDA detailed design phase to provide employment opportunities for local residents that will not compete with Casula Mall.

The proposed building typologies and additional permitted use (APU) areas are provided in **Figure 10**.

A minimum of 3% of the total housing within the project will be delivered as affordable housing in a building allocated to be managed by a Community Housing Provider.

The development will be delivered under the *Community Land Development Act 2021*.

#### Stage 1 Consent

Stage 1 will comprise demolition of the remaining structures on the site, initial earthworks and land clearing, road works including the construction of new site entry at Old Kurrajong Road opposite Reserve Road and to the south of the site on Kurrajong Road, the construction of approximately 209 dwellings through a mix of residential flat buildings, shop top housing and three storey small lot housing, commercial and retail floor space, communal facilities, open space and associated roads and works including water cycle management for the development.

It is in Stage 1 that the minimum 3% affordable housing of the total development will be delivered.

The CSSDA will enable Stage 1 of the Project to progress first which will include delivery of all roads on site, communal open space and community building as well as stormwater infrastructure. Stage 1 includes different residential typologies to cater for a diverse range of the market and will address the affordable housing commitment for the total development. It is anticipated that works on Stage 1 will commence on receipt of the relevant approvals.

The proposed staging of the development including identification of buildings within the scheme is shown on the Staging Plan at **Figure 4**.



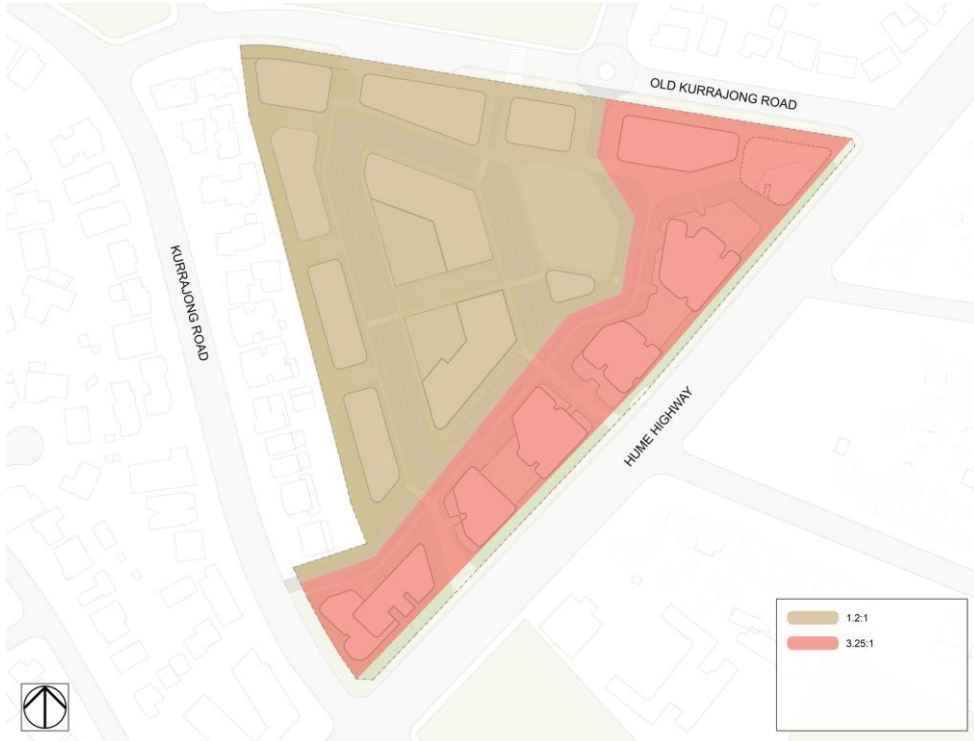
Source: IDG, 2026

**Figure 7 . Proposed Masterplan**



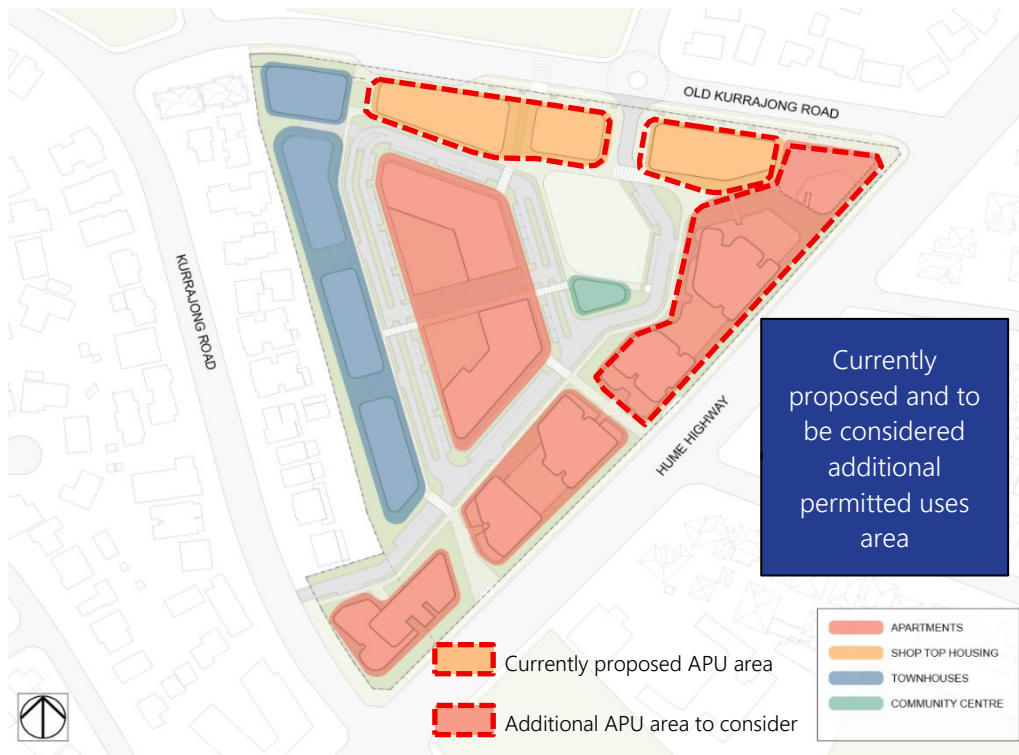
Source: IDG, 2026

**Figure 8. Proposed maximum building heights**



Source: IDG, 2026

**Figure 9. Proposed maximum FSR**



Source: IDG, 2026

**Figure 10. Proposed indicative building typologies and additional permitted uses**

The preliminary numerical makeup of the proposed development showing the proposed distribution of GFA and uses by Stage (against the nominated buildings in **Figures 4** and **7**) is summarised in **Table 3**.

**Table 3 Proposed Distribution of GFA and uses by Stage**

Building	Storey	GFA (m <sup>2</sup> )	No. of dwellings	Proposed mix		
				1 bed	2 beds	3 beds
<b>Stage 1</b>						
Building G - podium	3 & 4	2,821	28	10	15	3
Building G – above podium	5	4,418	45	5	30	10
Building H - podium	3 & 4	3,998	33	7	20	6
Building H – above podium	5	5,023	50	5	30	15
Building I – commercial	2	1,154				

Building	Storey	GFA (m <sup>2</sup> )	No. of dwellings	Proposed mix		
				1 bed	2 beds	3 beds
Building I – shop-top housing	2	1,007	10	2	6	2
Building J - commercial	2	1,868				
Building J – shop-top housing	2	1,673	18	4	10	4
Small lot housing	3	200/dwelling	4			4
Small lot housing	3	200/dwelling	21			21
<b>Subtotal</b>		26962.43	209	33	111	65
<b>FSR</b>		1.05:1		15.8%	53.1%	31.1%
<b>Stage 2</b>						
Building A, B & C – podium	3	7,194	51	9	21	21
Building A – tower above podium	6	4,138	36	6	12	18
Building B – tower above podium	8	6,403	56	8	40	8
Building C – tower above podium	14	7,005	70	14	42	14
Building A1 - commercial	2	1,948				
Building A1 – shop-top housing	2	1,343	12		6	6
Building D & E – podium	3	4,581	38	3	20	15
Building D – tower above podium	13	8,456	78	13	52	13
Building E – tower above podium	6	2,755	30	12	18	
Building F – apartment building	8	5,777	57	16	19	22
<b>Subtotal</b>		49,600	428	81	230	117
<b>FSR</b>		3.16:1		18.93%	53.74%	27.33%

### 3.2 Urban Design Initiatives incorporated in the Project

The proposed development has evolved following preliminary consultation with DPHI's Urban Designer which has fed into the current master plan reference design.

The urban design approach for the masterplan is to develop the edges of the site addressing the character of each boundary and providing a buffer from busy roads, encouraging the public interface along Old Kurrajong Road and Kurrajong Road. This allows an internal street and landscape strategy which promotes pedestrian movement through and within the site, activating the centre of the site and the key connection points to the north and south.

Developed around an internal street network and central open park, the masterplan provides urban relief within the development and pedestrian connections to all parts of the Site. The built form transitions from the west to the east with lower scale small lot housing residential development along the western boundary with the rear yards creating opportunities to achieve vegetation screening in this location.

Buildings G & H are central buildings which provide good connection to both the tree lined streets to the west, and the park to the east, and set the internal character for the site. The apartment buildings along the Hume Highway are a series of taller slender towers which allow for light and ventilation through to residential lots on the eastern side of the Hume Highway. They set a character from the highway and mark the entry into the Casula Mall from either Campbelltown to the South, or Liverpool to the north as shown in **Figure 11**.



**Figure 11 Photo expression of built form at Hume Highway corner with Old Kurrajong Road and along Hume Highway facing north east**

Retail plazas are activated by surrounding shops and dining, creating lively, safe spaces used from early morning through to late evening. Together, this diversity of spaces supports the day-to-day needs of residents within the development as well as the surrounding neighbourhood and is complemented by the wider network of nearby parks and reserves.

Within this living landscape, a layered network of public and private open spaces unfolds. These include places to pause, gather and play. These spaces invite social exchange, support incidental play and offer moments of quiet connection with nature, embedding landscape as an essential part of daily life.

The design approach to tree planting across the site is to utilise tree canopy to alleviate key environmental issues including urban heat island, flora and fauna habitat, equitable open space for recreation & well-being as well as soil, water and air quality. The site incorporates a variety of planting areas throughout, prioritising larger, continuous zones to maximise environmental performance.

The design provides:

- Ground level tree planting
- Opportunities to achieve vegetation screening
- Small and medium trees at resident podiums
- Extensive groundcover planting at the ground and podium levels

Deep soil and site permeability areas align with the vision and targets set out in the *Apartment Design Guidelines (ADG)*. Tree canopy cover delivers on the vision and targets set out in the Government Architects' *Greener Places Guidelines*.

Neighbourhood spaces are complemented by public connections through the site to directly connect to Jardine Park to the north and the end of Leacock Regional Park to the south via a Green Boulevard. Refer to **Figure 12**.



#### Neighbourhood Spaces

1	<b>Central Local Park</b>	A multifunctional place for residents and visitors to enjoy
2	<b>Retail Linear Plaza</b>	A lively everyday plaza for shopping, dining, meeting friends and connecting with nature.
3	<b>Communal Open Spaces</b>	Private open spaces for residents to enjoy and socialize with neighbors
4	<b>Pocket Parks</b>	Small clearings in the landscape to exercise, play with your dog or enjoy a coffee with a friend.
5	<b>Green Boulevards</b>	A landscaped neighbourhood link with spaces for community gathering.
6	<b>Ecological Edges</b>	Planted areas along streetscape for existing canopy retention to capture rainfall and promote biodiversity

Source: Moir Studio, 2026

## Figure 12 Neighbourhood Spaces

### 3.3 Overview of Alternatives

#### 3.3.1 Option 1 – Do nothing

Not carrying out the proposed development would fail to renew this accessible site for a mixed-use development, in a location that benefits from State Government investment in public transport infrastructure. Not carrying out the proposed development would impact consumer choice for high quality and diverse accommodation (including affordable housing), resulting in a severe underutilisation of the site during a nationally declared housing supply crisis.

#### 3.3.2 Option 2 – Delaying the Proposal

Delaying the proposal will result in a large highly accessible infill site being undeveloped and underutilised. The delay in the project would result in loss of housing supply, diverse housing opportunities and affordable housing in an optimal location at a time when creating housing supply is in the State and National interest.

#### 3.3.3 Option 3 – HDA SSDA and Rezoning (Proposed Project)

The Project pathway provides the bespoke mechanism where the aspects of the PP and CSSDA can be considered in the one process to “lock in” the essential elements and commitments to deliver the development on the site as per the agreed outcomes and timeframes.

### 3.4 Alternative Design Initiatives

The highly accessible site presents few constraints to development and the urban design rational is outlined in **Section 3.2**. The main consideration for alternative design revolved around options for pedestrians to cross the Hume Highway providing for the most accessible path to Casula Station and bus stop including at the intersection of Old Kurrajong Road and Hume Highway and the Hume Highway opposite Casula Road approximately midway along the Hume Highway frontage of the site. There is an existing crossing at the intersection of the Hume Highway & Kurrajong Road & Leacocks Lane. However, this is not the most direct pathway for the future residents and existing neighbourhoods to the north and east of the site to safely cross the Hume Highway to access the full range of public transport options and other attractions in the neighbourhood.

Based on the Stage 1 Traffic Assessment, TfNSW has confirmed that the warrants do not exist for traffic signals to improve pedestrian crossings at the Hume Highway opposite Casula Road or the other similarly located mid-block location. TfNSW has, however, confirmed that the warrants are met for signalisation at the intersection of Old Kurrajong Road and Hume Highway and whilst further signals in this part of the Hume Highway are not desirable, TfNSW have outlined a package of further investigations to be carried out as part of the agreed Stage 2 traffic investigation.

The location of the pedestrian crossing point has been assumed from a design perspective to be at the intersection of Old Kurrajong Road and Hume Highway which would provide the greatest benefit to the site and adjoining residential neighbourhoods.

## 4 Statutory Context

The key relevant statutory requirements for the proposed development, having regard to the EP&A Act, other Commonwealth and NSW legislation, and environmental planning instruments are summarised below.

**Table 4** has been set out in accordance with *Appendix A to the state significant development guidelines – preparing a scoping report*, to cover the following:

- power to grant approval (i.e. approval pathway)
- permissibility
- other approvals
- pre-conditions for approval
- mandatory matters for consideration.

Detailed consideration of relevant statutory requirements will be provided in the EIS.

### 4.1 Statutory Requirements

**Table 4** categorises and summarises the relevant statutory requirements in accordance with the DPHI *State Significant Development Guidelines*.

**Table 4. Identification of statutory requirements**

Statutory Context	Comment
<b>Power to Grant Consent</b>	
HDA Order EP&A Act	The HDA recommended that the proposed development could progress under the newly established HDA Program under the Order. Subsequently, on 21 August 2025, the Minister declared the proposed development as State Significant Development. The Minister (or Delegate) is the consent authority that will formally determine the CSSDA.
<b>Permissibility</b>	
LEP	<p>The site is zoned R4 High Density Residential and is subject to maximum height, floor space ratio and minimum subdivision size development standards under the LEP.</p> <p>A range of land uses are permitted with development consent in this zone, with those in bold incorporated or potentially incorporated in the project:</p> <p><b>attached dwellings</b>; bed and breakfast accommodation; boarding houses; building identification signs; business identification signs; <b>centre-based child care facilities</b>; <b>community facilities</b>; <b>dwelling houses</b>; educational establishments; environmental facilities; environmental protection works; exhibition homes; exhibition villages; flood mitigation works; home businesses; home industries; hostels; hotel or motel accommodation; kiosks; multi dwelling housing; <b>neighbourhood shops</b>; oyster aquaculture; places of public worship; public administration buildings; recreation areas; residential care facilities; <b>residential flat buildings</b>; respite day care centres; roads; secondary dwellings; serviced apartments; and <b>shop top housing</b>.</p>

Statutory Context	Comment
	Note: a range of medical uses are permissible as a <i>health services facility</i> under <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> . Additional land uses (commercial premises and recreation facilities (indoor) as well as changes to the existing built form controls will require amendment as set out in <b>Section 5</b> .
<b>Other Approvals</b>	
<i>Roads Act 1993</i> ( <b>Roads Act</b> )	Approval to undertake works within a public road reserve in accordance with Section 138 of the Roads Act.

## 4.2 Pre-Conditions

**Table 5** outlines the pre-conditions to exercising the power to grant approval which are relevant to the proposed CSSDA.

**Table 5. Pre-Conditions**

Pre-Conditions to Granting Consent	Comment
EP&A Act	<p><b>Section 1.7 – Application of Part 7 of Biodiversity Conservation Act 2016 and Part 7A of Fisheries Management Act 1994</b></p> <p>Section 1.7 of the EP&amp;A Act requires consideration as to whether a proposed development will have a significant effect on threatened species, populations or ecological communities relating to terrestrial and/or aquatic environments as required under Part 7 of the <i>Biodiversity Conservation Act 2016</i> (<b>BC Act</b>) and Part 7A of the <i>Fisheries Management Act 1994</i> (<b>FM Act</b>).</p> <p>The Proponent intends to submit a BDAR Waiver request on the basis that the proposed development is not likely to have any significant impacts on biodiversity values and a BDAR is not required. In this regard, the assessment undertaken by ARCADIS to accompany the BDAR Waiver request determined that the vegetation on the site consists of managed lawn and an assemblage of planted urban/amenity vegetation. The vegetation on the site does not constitute locally occurring Plant Community Type (PCT) and therefore is not considered native vegetation. Additionally, no PCT's are mapped in the site as per the NSW State Vegetation Type Mapping. The site contains no threatened communities. Biodiversity values present include one hollow-bearing tree and one <i>Eucalyptus nicholii</i> which is listed as Vulnerable under the BC Act and <i>Environmental Protection Conservation Act 1999</i> (EPBC Act). Test of Significance and Significant Impact Criteria assessments were conducted and a significant impact of potential biodiversity values in the site was deemed unlikely by ARCADIS.</p> <p>The proposed development is not located in close proximity to any watercourses deemed to be key fish habitat, nor are any works proposed that would cause harm to any threatened species, populations or ecological communities listed under the FM Act.</p>
<i>State Environmental Planning Policy (Sustainable Buildings) 2022</i> ( <b>SB SEPP</b> )	Compliance with the applicable provisions of the SB SEPP will be demonstrated at lodgement including provision of BASIX Certification in relation to the residential component of the proposed development and

Pre-Conditions to Granting Consent	Comment
	appropriate certification in relation to the non-residential component of the proposed development as required.
<i>State Environmental Planning Policy (Resilience and Hazards) 2021 (R&amp;H SEPP)</i>	A 'Preliminary Site Investigation' and any further studies required will be submitted to address the applicable provisions of the R&H SEPP. It is anticipated that an Unexpected Finds Protocol and Hazardous Materials Survey will be submitted prior to a Construction Certificate.

### 4.3 Mandatory Considerations

**Table 6** identifies the mandatory considerations that the consent authority is required to consider in deciding whether to grant consent and will be addressed in the EIS.

**Table 6. Mandatory considerations**

Statutory reference	Mandatory Consideration
<b>Considerations under the EP&amp;A Act</b>	
Section 1.3 Objects of Act	The relevant objects of the EP&A Act will be addressed in the EIS.
Section 4.15 Matters for consideration	<p>The EIS will consider and address all relevant Environmental Planning Instruments, including:</p> <ul style="list-style-type: none"> <li>• <i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i></li> <li>• <i>State Environmental Planning Policy (Housing) 2021 (Housing SEPP)</i></li> <li>• <i>State Environmental Planning Policy (Industry and Employment) 2021</i></li> <li>• <i>State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)</i></li> <li>• R&amp;H SEPP</li> <li>• SB SEPP</li> <li>• <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i></li> <li>• the LEP.</li> </ul> <p>Pursuant to Section 2.10 of the Planning Systems SEPP, the <i>Liverpool/Development Control Plan 2008 (DCP)</i> does not technically apply to SSD, however the relevant controls will be considered insofar as relevant within the EIS.</p> <p>There is no Planning Agreement or Draft Planning Agreement that applies to the site of the proposed development. It is acknowledged that discussions between Council and the Proponent will occur during the CSSDA process regarding a Planning Agreement for works in kind arrangements to facilitate the development of the site. This will be further addressed in the CSSDA.</p> <p>An assessment of the suitability of the site will be undertaken within the EIS including whether the proposed development fits within the locality and whether the site attributes are conducive to the proposed development. The likely impacts of the proposed development have been identified in <b>Section 7</b> of this Scoping Report. These matters will be addressed as they relate to the site and the proposed development within the EIS.</p>

Statutory reference	Mandatory Consideration
	Advice from the DPHI, State agencies, and Council will continue to be considered as the scheme is progressed along with any public submissions that are received while the CSSDA is on public exhibition.
Section 4.22	The CSSDA will seek consent for concept and Stage 1 works in accordance with Section 4.22 of the EP&A Act.
Section 4.24 Status of Concept Development Applications and Consents	There is no existing concept approval relevant to the Site.
<b>Mandatory Relevant Considerations – Environmental Protection Instruments</b>	
LEP	<p>A complete assessment of the following development standards will be provided to accompany the EIS for the proposed development, noting that the concurrent PP will amend the built form controls in Part 4 and identify part of the site for additional commercial and recreation uses in Part 7 or Schedule 1 of the LEP as outlined in <b>Section 5</b>. The existing clauses to be considered in the CSSDA are:</p> <ul style="list-style-type: none"> <li>• Part 1 Preliminary <ul style="list-style-type: none"> <li>○ Section 1.2 Aims of plan</li> </ul> </li> <li>• Part 2 Permitted or prohibited development <ul style="list-style-type: none"> <li>○ Section 2.1 &amp; 2.3 Land Use Zone &amp; Zone Objectives</li> </ul> </li> <li>• Part 4 Principal development standards <ul style="list-style-type: none"> <li>○ 4.1 / 4.1AA Minimum subdivision lot size</li> <li>○ Section 4.3 – Height of buildings</li> <li>○ Section 4.4 Floor space ratio</li> </ul> <p><b>Note these will be amended as set out in Section 5.</b></p> </li> <li>• Part 5 Miscellaneous provisions <ul style="list-style-type: none"> <li>○ Section 5.1 &amp; 5.1A Relevant acquisition authority &amp; Development on land intended to be acquired for a public purpose</li> <li>○ Section 5.10 Heritage conservation</li> </ul> </li> <li>• Part 7 Additional local provisions <ul style="list-style-type: none"> <li>○ Section 7.7 Acid sulfate soils</li> <li>○ Section 7.14 Minimum building street frontage</li> <li>○ Section 7.31 Earthworks.</li> </ul> </li> </ul> <p>Note: a new clause will be added to <i>Division 2 Other Provisions of Part 7 Additional local provisions</i> or <i>Schedule 1 Additional Permitted Uses</i> to allow additional uses for commercial premises and recreation facilities (indoor) on part of the site.</p>
<i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i>	<p><b>Chapter 2 Vegetation in non-rural areas</b></p> <p>Any proposed tree or vegetation removal will be ancillary to the proposed development and included as part of the CSSDA.</p> <p><b>Chapter 4 Koala habitat protection 2021</b></p> <p>The assessment undertaken by ARCADIS to inform the BDAR Waiver found in relation to koalas that there is a low likelihood of occurrence and low likelihood of impact. On this basis, no further assessment was recommended.</p>

Statutory reference	Mandatory Consideration
	<p><b>Chapter 6 Water catchments</b></p> <p>The site is located within the Georges River Catchment. The potential impacts of the proposed development on the Georges River Catchment will be considered and addressed as part of the EIS in the following key areas:</p> <ul style="list-style-type: none"> <li>• site catchments (internal and external)</li> <li>• stormwater quantity through on-site detention</li> <li>• stormwater quality through water sensitive urban design measures.</li> </ul>
Housing SEPP	<p>A comprehensive assessment of the consistency of the project with the relevant provisions of the Housing SEPP will be provided in the EIS for the proposed development.</p> <p>The proposed development will be assessed against Part 4 and the design principles set out in Schedule 9 and the ADG. As the application is for State Significant Development, it will not be referred to a design review panel.</p>
<i>State Environmental Planning Policy (Industry and Employment) 2021</i>	<p>Relevant signage will be required to consider the criteria listed under Schedule 5 of the <i>State Environmental Planning Policy (industry and Employment) 2021</i>. If required, signage details will be included in the CSSDA unless it is confirmed that separate application(s) for signage will be submitted.</p>
Planning System SEPP	<p>As the development is not permissible without development consent under Part 4 of the EP&amp;A Act, it is therefore declared to be State Significant Development under the Planning Systems SEPP.</p>
R&H SEPP	<p>A 'Preliminary Site Investigation' and any further studies will be submitted to address the applicable provisions of the R&amp;H SEPP. It is anticipated that an Unexpected Finds Protocol and Hazardous Materials Survey will be submitted prior to a Construction Certificate.</p>
SB SEPP	<p>The CSSDA will be accompanied by the required certification in relation to the non-residential component of the proposed development and BASIX certification in relation to the residential component of the proposed development.</p>
<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>	<p><b>Section 2.60 – Health Services Facilities</b></p> <p>The CSSDA and Stage 1 development anticipates applying this clause to health services facilities proposed within the development.</p> <p><b>Section 2.119 – Development with frontage to classified road</b></p> <p>The CSSDA will need to address key environmental amenity matters to ensure the proposed development can provide a high-quality outcome with strong liveability attributes. Key technical studies to inform the EIS will (if required) include noise and vibration impact assessments.</p> <p>The impacts of the proposed development on the Hume Highway will be considered in further consultation with TfNSW and addressed in the EIS.</p> <p><b>Section 2.122 – Traffic-generating development</b></p> <p>The proposed development is traffic generating development in that it comprises more than 75 dwellings and the site has access to a road that connects to the Hume Highway (a Classified road). The CSSDA will be referred to TfNSW.</p>

Statutory reference	Mandatory Consideration
<i>Environment Protection and Biodiversity Conservation Act 1999</i>	An Assessment of Significance is not required in accordance with the <i>Significant Impact Guidelines 1.1 – Matters of National Environmental Significance</i> .
FM Act	The proposed development is not located in close proximity to any watercourses deemed to be key fish habitat, nor is any works proposed that would cause harm to any threatened species, populations or ecological communities listed under the FM Act.
RF Act	The location and extent of any asset protection zones will be applied to the proposed development to reflect the level of bush fire impact as assessed under PBP 2019 as part of the CSSDA.
Roads Act	Approval will be sought to undertake works within a public road reserve in accordance with Section 138 of the Roads Act.
<b>Development Control Plan</b>	
DCP	Pursuant to Section 2.10 of the Planning Systems SEPP, the DCP does not technically apply to the CSSDA. However, the relevant controls will be considered insofar as relevant within the EIS.

## 5 Rezoning Proposal

As per the EOI process a key component of the application is to progress a PP concurrently with the CSSDA, consistent with Section 3.38 of the EP&A Act. The intended outcome of the PP is to establish a statutory planning framework that applies to the Site.

### 5.1 Additional Permitted Uses

Broadening the range of permitted use creates an opportunity to bring activity into the precinct, enhancing amenity, supporting local employment, and fostering a more walkable, high density neighbourhood. This approach enables vibrant, engaging streetscapes with a mix of uses integrated where people live, while still respecting and not undermining the established local centre hierarchy anchored by Casula Mall.

Future residents are likely to value a curated mix of retail and commercial uses that cater to daily needs, food and beverage, health and lifestyle services, and a modest level of convenience-based retail. The proposed non-residential development is intended to primarily service on-site residents. The indicative proposed residential yield equates to an estimated resident population of between 1,360 and 1,700 persons. The realisation of an appropriate density on this site would generate the need for accessible small scale retail offerings and other health, recreation and community services set adjacent to the future community's on site open space and community buildings.

Small scale non-residential ground level activation will enhance the amenity and walkability of the development and will assist to create a vibrant neighbourhood in a high density residential environment. On-site commercial activity will also support local employment opportunities for residents. Locating commercial and retail floor space within the residential apartment buildings is likely to be attractive to tenants given their integration with the residential population and walkability within the immediate catchment.

'Commercial premises' (defined in the Dictionary to the LEP as including 'retail premises', 'business premises' and 'offices premises') and 'recreational facility (indoor)' would become additional permitted land uses with development consent on part of the site, subject to the concurrent PP and amendment to the LEP that is proposed.

The above could be achieved through a new clause and map reference as follows:

- a new clause inserted in Part 7 Additional local provisions, Division 2 Other provisions; or
- as an addition to Schedule 1 Additional Permitted Uses

To avoid undermining the established local centre hierarchy, gross floor area limits applicable to the overall quantum of commercial and retail floor space delivered across the site and to the size of the individual premises could be imposed as part of the LEP amendment. This will be further investigated during the CSSDA economic analysis. Solve Property has given preliminary consideration to the extent of commercial and retail floor space the proposed local population on the site will be capable of supporting without detracting from the established centres hierarchy as documented in the proposed Masterplan. At this preliminary stage, Solve Property has suggested a suitable total gross floor area across the site for retail floor space would be in the order of 2,500m<sup>2</sup>. In addition, Solve Property has suggested a suitable total gross floor area across the site for other commercial floor space would be in the order of 8,500m<sup>2</sup>. A comprehensive economic retail study will be carried out during preparation of the CSSDA to inform and justify the proposal.

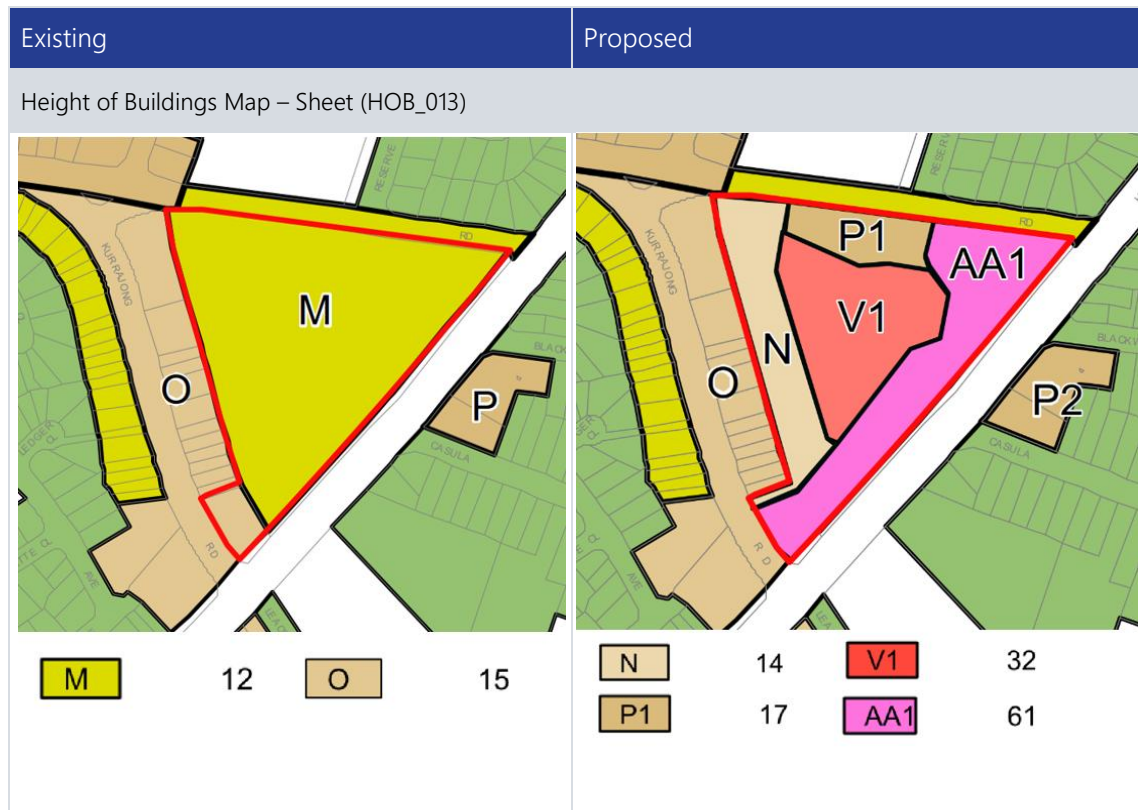
Consideration will be given during preparation of the CSSDA as to whether to nominate the broad 'commercial premises' definition as an additional permitted use or to specify specific land uses from the retail premises definition (such as food and drink premises and shops) together with business premises and offices premises.

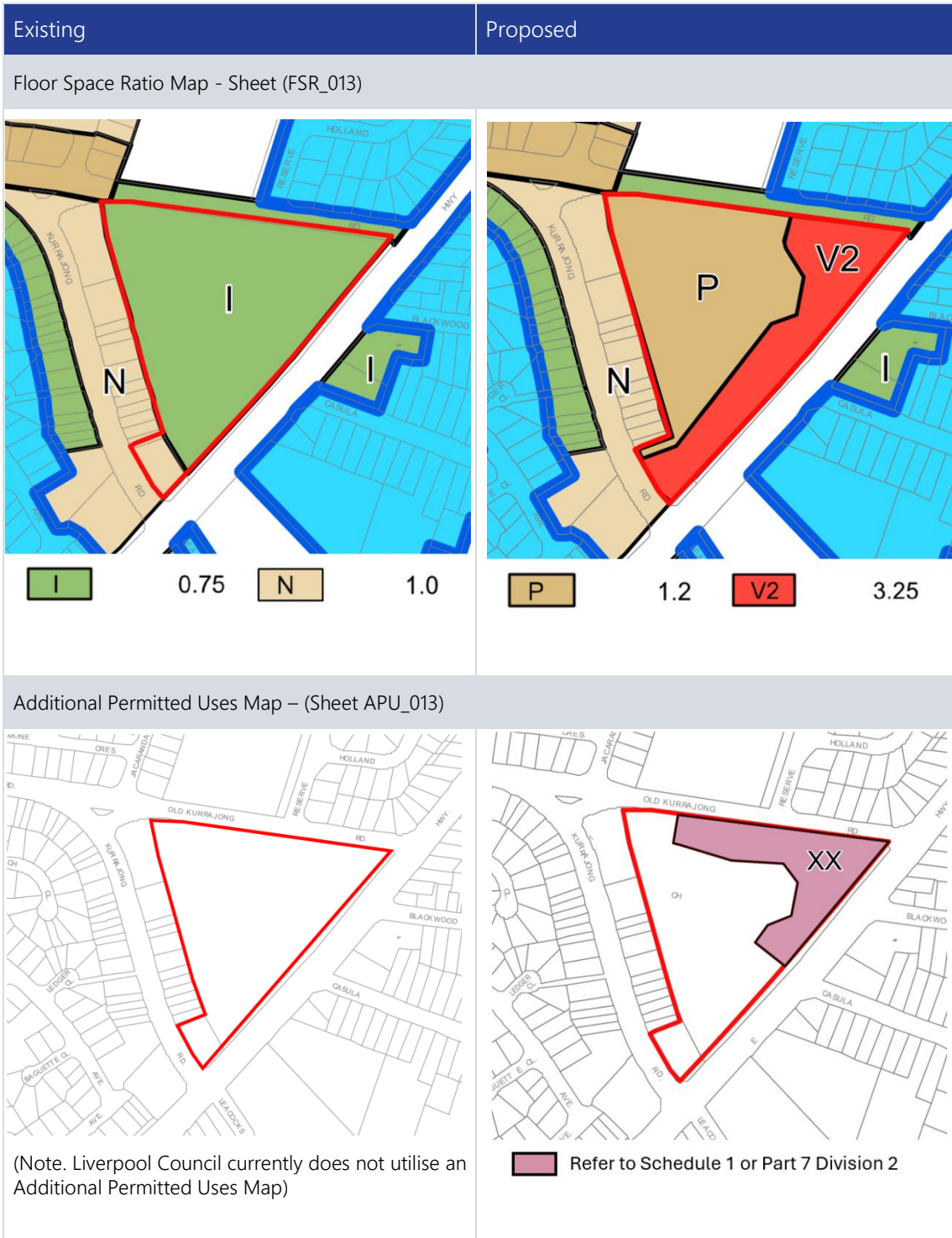
## 5.2 Built Form Controls

The following changes to built form controls will apply to the Project subject to the concurrent Planning Proposal and amendment to the LEP that is proposed:

- minimum subdivision lot size development standard in Part 4 amended to enable subdivision to create final lots of 180m<sup>2</sup> (and 160m<sup>2</sup> for lots with rear or side vehicular access) to facilitate small lot housing in a new 'Area 4' applicable to part of the site.
- Increase the maximum permitted floor space ratio for development across the site from 0.75:1/1:1 on the FSR Map to which clause 4.4 applies to 1.2:1 for the part of the site comprising Stage 1 and 3.25:1 for the part of the site comprising Stage 2.
- Increase the maximum permitted building height for development across the site from 12m/15m on the Height of Buildings (**HOB**) Map to which clause 4.5 applies to 14m to facilitate small lot housing and to between 17m to 61m to facilitate development for the purposes of shop top housing and residential flat buildings.

## 5.3 Indicative LEP Map Amendments





## 6 Community Engagement

The Proponent is preparing an Engagement Plan for the proposed development that will identify the key stakeholders to be consulted, including the DPHI, TfNSW, Council, and local community members. The Proponent has begun the engagement process with relevant government agencies such as TfNSW, as discussed in **Section 3.4** of this Scoping Report.

A structured and transparent approach to community engagement will continue throughout the project. It will be expanded during the preparation of the CSSDA and PP. This will enable the appropriate identification of key stakeholders. The process will ensure that stakeholders and the broader community will be informed about the proposed development, provided with opportunities for meaningful input, and supported in understanding the planning process.

Engagement will align with DPHI's *Undertaking Engagement Guidelines for State Significant Projects* and *Community Participation Plan*. The engagement process, the findings and the Proponent's response will be included in the CSSDA package and will be in line with the project specific SEARs requirements.

### 6.1 EIS Engagement Approach

Given the scale of the proposed development, community interest within a local geographic context is expected (i.e. within <5km of the Site). The engagement approach for the EIS will be designed in alignment with this. The approach to community engagement will be designed to:

- provide clear and accessible information about the proposed development, potential impacts, and benefits to all stakeholders
- enable early and ongoing consultation with stakeholders including government agencies, Council, local businesses, and residents
- encourage meaningful participation, ensuring feedback is considered in project planning and assessment.

### 6.2 EIS Engagement Activities

As discussed, a detailed Engagement Plan for the proposed development is currently being developed. The engagement activities will be detailed in this Plan.

The outcomes of community and stakeholder engagement will be summarised in an Engagement Outcomes Report, which will inform the EIS for the CSSDA. Further engagement activities can be undertaken as the project progresses, including during the public exhibition phase when formal submissions can be made.

## 7 Preliminary Assessment of Impacts

Based on a preliminary environmental assessment of the proposed development, the following environmental assessment matters have been identified for consideration as part of the CSSDA:

### 7.1.1 Access

An access report will be prepared for the development to ensure that access is provided in accordance with the *Disability Discrimination Act 1992*. The access report will demonstrate how access for all users is addressed through the development.

### 7.1.2 Access and transport

A TIA will be prepared to assess key traffic considerations in relation to the site and the development. The TIA will assess the proposal's impacts on existing and estimated future traffic conditions (including during construction), car parking, and access and impacts on surrounding road capacity and pedestrian/cycling routes.

### 7.1.3 Aeronautical impacts

The EIS will identify any impacts of the proposed development on the prescribed airspace for Western Sydney International Airport, including impacts of cranes required for construction.

### 7.1.4 Air quality

Given the extent of earthworks, an air quality analysis and assessment will be undertaken to manage air quality throughout the demolition and construction phases of the development. Strategies to manage likely impacts such as dust emissions and suppression during construction will be further explored in the EIS.

### 7.1.5 Amenity

The CSSDA will need to address key environmental amenity matters to ensure the proposed development can provide a high-quality outcome with strong liveability attributes. Key technical studies to inform the EIS will (if required) include overshadowing diagrams, noise and vibration impact assessment, visual impact assessment, and a landscape strategy.

Given the location of the site within the existing fabric of Casula, the EIS will need to consider the potential for impacts of the proposed development on adjoining properties specifically in relation to solar access, visual privacy and ongoing access for the properties during and post construction.

### 7.1.6 Biodiversity

The Proponent intends to submit a BDAR Waiver request on the basis that the proposed development is not likely to have any significant impacts on biodiversity values and a BDAR is not required. In this regard, the assessment undertaken by ARCADIS to accompany the BDAR Waiver request determined that the vegetation on the site consists of managed lawn and an assemblage of planted urban/amenity vegetation. The vegetation on the site does not constitute locally occurring Plant Community Type (PCT) and therefore is not considered native vegetation. Additionally, no PCT's are mapped in the site as per the NSW State Vegetation Type Mapping. The site contains no

threatened communities. Biodiversity values present include one hollow-bearing tree and one *Eucalyptus nicholii* which is listed as Vulnerable under the BC Act and *Environmental Protection Conservation Act 1999* (EPBC Act). Test of Significance and Significant Impact Criteria assessments were conducted and a significant impact of potential biodiversity values in the site was deemed unlikely by ARCADIS.

### **7.1.7 Building Code of Australia**

A *Building Code of Australia (BCA)* Report will be prepared for the development and will present the findings of an assessment of the proposed buildings against the Performance Requirements of the Deemed to Satisfy provisions of the BCA. The assessment will also identify whether the development will rely on an Alternate Solution based assessment.

Detailed requirements of Section J of the BCA will be addressed in the EIS, as consistent with industry best practice.

### **7.1.8 Built Form and Urban Design**

The design excellence provisions at Section 7.5 of the LEP do not apply to the site or proposed development. Notwithstanding, the Proponent will engage leading architect and landscape practices to deliver a high-quality greenfield urban infill development, building upon their legacy to regenerate its expansive landholdings and build for future generations.

A Built Form and Urban Design Report will also be submitted with the EIS and will outline the design principles for future development, with specific consideration given to the interface with the Hume Highway, surrounding residential properties, public domain integration, street wall heights, setbacks, massing, articulation, and proposed materiality.

### **7.1.9 Community engagement**

An Engagement Outcomes Report will be prepared to outline the engagement carried out to date, outcomes of that engagement, and how it has informed the proposed development. It will provide evidence of a transparent and collaborative engagement process. The report will outline:

- issues raised by surrounding landowners and stakeholders
- project response to issues
- future community and stakeholder engagement based on the results of consultation.

### **7.1.10 Construction staging**

A Construction Environmental Management Framework will be prepared for the site which will set out the construction impacts associated with the proposed development. The framework will address traffic management during construction including cumulative impacts and surrounding development sites.

The Proponent will address construction scenarios to illustrate how the development could be constructed and staged. The CSSDA will include a high level assessment of how construction impacts could be managed / mitigated under each construction scenario.

### **7.1.11 Contamination**

A 'Preliminary Site Investigation' and any further studies required will be submitted to address the applicable provisions of the R&H SEPP. It is anticipated that an Unexpected Finds Protocol and Hazardous Materials Survey will be submitted prior to a Construction Certificate.

### **7.1.12 Earthworks**

Civil engineering plans will be prepared to identify and manage any impacts as a result of the proposed excavation.

### **7.1.13 Ecologically Sustainable Development**

An Ecologically Sustainable Development (**ESD**) Report will be prepared to provide a sustainability assessment of the proposed development. The ESD report will provide an assessment of the building design and demonstrate ways in which the development can achieve best practice and compliance with sustainability requirements.

The CSSDA will be accompanied by BASIX Certification in relation to the residential component of the proposed development and appropriate certification in relation to the non-residential component of the proposed development as required.

### **7.1.14 Economic**

The economic impacts will be assessed and addressed in the EIS within an accompanying Economic Impact Assessment (**EIA**). The EIA will assess:

- forecast growth in demand based on future population growth
- existing supply and vacancy rate for employment floor space
- proposed supply of employment lands
- economic benefits of the proposed development.

### **7.1.15 Geotechnical**

A Geotechnical Report will provide an assessment of the ground conditions of the site and any risks associated with ground stability or proposed excavation. The report will detail the findings from desktop review of the site and borehole testing where necessary. The report will recommend appropriate temporary and permanent site support and retention measures if required. The Geotechnical Report will also assist to determine any required engineering and earthworks to achieve the proposed development outcome.

### **7.1.16 Heritage**

An Aboriginal Archaeological Desktop Assessment and Impact Assessment has been prepared to address Section 58 of the *National Parks and Wildlife Regulation 2019*.

A search of the Aboriginal Heritage Information Management System identified 14 registered Aboriginal sites within 2km of the project area; however, no sites are recorded within the project area itself. Given the limited Aboriginal land use potential, extensive historical landscape modification, and comprehensive post-depositional disturbances, it was concluded that there is a minimal probability of encountering intact archaeological deposits within the Site.

In terms of European Heritage, there are no heritage items or conservation areas within the vicinity of the Site.

### **7.1.17 Landscape Open Space**

The CSSDA will deliver an integrated a high quality and landscape-led design. The proposed development will deliver a high-quality landscaped outcome on the site that will maximise tree canopies to optimise shade and reduce urban heat island effects. The urban design will respond to the *Connecting with Country* framework.

### **7.1.18 Noise and vibration**

The proposed development is expected to have acoustic, and vibration impacts as well as cumulative impacts in relation to surrounding large-scale developments. A Noise and Vibration Impact Assessment will be undertaken to satisfy the NSW Environmental Protection Authority's *Noise Policy for Industry, Interim Construction Noise Guideline*, and *Road Noise Policy*. Mitigation, management, and monitoring measures will be documented and implemented over the demolition, construction, and occupation of the Site.

### **7.1.19 Overshadowing**

Overshadowing diagrams will accompany the CSSDA and will evaluate whether the scheme provides acceptable overshadowing impacts on surrounding development and open space.

The assessment will consider whether the impacts affect sensitive land uses such as residential land uses and associated habitable space areas. In considering overshadowing impacts, the assessment will determine whether the proposed scale will give rise to material adverse solar access impacts.

### **7.1.20 Social Impacts and Crime Prevention**

A SIA will be prepared to assess social impacts of the proposed development, namely the impacts on affected groups of people and on their quality of life, health, and culture. The SIA will address the positive and negative impacts associated with the proposed development and measures to mitigate these impacts. The SIA will be prepared in line with the NSW *Social Impact Assessment Guideline* (2025).

A CPTED Assessment will detail how the development has been designed to reduce opportunities for crime by embedding a variety of design and place management principles into the design.

### **7.1.21 Utilities and infrastructure servicing**

A Utilities and Infrastructure Servicing Report will be prepared as part of the CSSDA to assess the existing constraints and opportunities, associated with the concept and detailed works. This report will also assess the capacity of the relevant service infrastructure networks to service the site, impacts on the networks resulting from the proposed development and identify any augmentation and servicing options proposed to support the CSSDA.

### **7.1.22 Visual**

The EIS will include an assessment of the potential visual impact of the proposed development from key locations within the public domain. The assessment will identify the existing site conditions and

assess the extent and significance of the potential visual changes and impacts on the identified visual catchment.

### **7.1.23 Waste**

The proposed development is expected to generate waste during the demolition, construction, and occupation phases. A Waste Management Plan will be prepared to determine the extent of management required in accordance with waste regulatory frameworks and legislation.

### **7.1.24 Water Management**

Analysis of the site's water and stormwater conditions will be included in the civil infrastructure report and plans. A Soil and Water Management Plan will be prepared in conjunction with an Erosion and Sediment Control Plan and Stormwater Management Strategy. These will inform site analysis, surrounding catchment capacity, and irrigation risks.

## 8 Conclusion

The purpose of this Scoping Report is to request project specific SEARs for the preparation of an EIS for a CSSDA for the delivery of a staged mixed-used development comprising the construction of residential accommodation consisting of approximately 637 dwellings, including 3% in-fill affordable housing contribution, commercial and retail floor space with a maximum allocated total GFA, communal facilities and associated works.

This Scoping Report outlines the approval pathway for the application, the legislative framework, and the key matters for consideration in the assessment of the application. The EIS will demonstrate how the proposed development is suitable for the site and that the potential environmental impacts can be appropriately mitigated, minimised, or managed to avoid any unacceptable impacts.

A separate concurrent PP will be submitted which seeks to amend the LEP provisions applicable to the site. It is expected that the PP will be classified as a 'standard' PP under the *LEP Making Guideline* (2023).

The proposed development represents a unique opportunity to contribute positively to Casula, providing a high-quality mixed-use development and precinct that will make a meaningful commitment to meeting housing delivery targets in a highly accessible and well serviced location during a nationally declared housing supply crisis.

The information detailed in this report is considered sufficient to enable the Secretary to issue project specific SEARs for the preparation of the EIS for the concept proposal.

## 9 Glossary

Abbreviation	
ADG	Apartment Design Guidelines
BCA	Building Code of Australia
BC Act	Biodiversity Conservation Act 2016
BDAR	Biodiversity Development Assessment Report
C&C Strategy	Centres and Corridors Strategy
Council	Liverpool City Council
CPTED	Crime Prevention Through Environmental Design
CSSDA	Concept State Significant Development Application
DA	Development Application
District Plan	Western City District Plan
DCP	Liverpool Development Control Plan 2008
DP	Deposited Plan
DPHI	Department of Planning, Housing and Infrastructure
EIA	Economic Impact Assessment
EIS	Environmental Impact Statement
EOI	Expression of Interest
EP&A Act	Environmental Planning and Assessment Act 1979
ESD	Ecologically Sustainable Development
FM Act	Fisheries Management Act 1994
FSR	Floor Space Ratio
HDA	Housing Delivery Authority
HOB	Height of Buildings
Housing 2041	NSW Housing Strategy – Housing 2041
Housing SEPP	State Environmental Planning Policy (Housing) 2021
IDG	Integrated Design Group
LEP	Liverpool Local Environmental Plan 2008

Abbreviation	
LGA	Local Government Area
LLHS	Liverpool Local Housing Strategy
LSPS	Connected Liverpool 2040 Local Strategic Planning Statement
Minister	Minister for Planning and Public Spaces
Order	State Significant Development Declaration Order (No. 12) 2025
PBP 2019	Planning for Bush Fire Protection 2019
Planning Systems SEPP	State Environmental Planning Policy (Planning Systems) 2021
PP	Planning Proposal
Regional Plan	Greater Sydney Region Plan: A Metropolis of Three Cities
R&H SEPP	State Environmental Planning Policy (Resilience and Hazards) 2021
Roads Act	Roads Act 1993
SB SEPP	State Environmental Planning Policy (Sustainable Buildings) 2022
SEARs	Secretary's Environmental Assessment Requirements
SEE	Statement of Environmental Effects
SIA	Social Impact Assessment
TfNSW	Transport for NSW
TIA	Transport Impact Assessment

# APPENDIX A: SCOPING SUMMARY TABLE

Level of Assessment	Matter	CIA	Engagement	Relevant Government Plans, Policies and Guidelines
Detailed	Amenity – Visual	Y	Specific	Refer to scoping report.
Detailed	Amenity – Overshadowing	Y	Specific	Refer to scoping report.
Standard	Amenity – Noise and Vibration	N	Specific	<ul style="list-style-type: none"> <li>• Development Near Rail Corridors and Busy Roads – Interim Guideline (NSW Department of Planning, 2008)</li> <li>• Interim Construction Noise Guideline (Department of Environment, Climate Change and Water, 2009)</li> <li>• Noise Policy for Industry (Environment Protection Authority, 2017)</li> <li>• Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006)</li> <li>• State Environmental Planning Policy (Transport and Infrastructure) 2021</li> </ul>
Detailed	Access – Access to Property, Traffic and Parking	N	Specific	<ul style="list-style-type: none"> <li>• State Environmental Planning Policy (Transport and Infrastructure) 2021</li> <li>• Guide to Traffic Management – Part 12 Integrated Transport Assessments for Developments (Austroads, 2020)</li> <li>• Guide to Traffic Impact Assessments (TfNSW, 2024)</li> </ul>
Detailed	Access – Road / Rail Network	N	Specific	<ul style="list-style-type: none"> <li>• State Environmental Planning Policy (Transport and Infrastructure) 2021</li> <li>• Development Near Rail Corridors and Busy Roads – Interim Guideline (NSW Department of Planning, 2008)</li> </ul>
Standard	Hazards and Risks – Land Contamination	N	Standard	<ul style="list-style-type: none"> <li>• Protection of the Environment Operations Act 1997</li> <li>• Contaminated Land Management Act 1997</li> <li>• Guidelines on the Duty to Report Contamination under the Contaminated Land</li> </ul>

Level of Assessment	Matter	CIA	Engagement	Relevant Government Plans, Policies and Guidelines
				<p>Management Act 1997 (Environmental Protection Authority, 2015)</p> <ul style="list-style-type: none"> <li>• State Environmental Planning Policy (Resilience and Hazards) 2021</li> <li>• National Environment Protection (Assessment of Site Contamination) Measure (National Environment Protection Council, 2013)</li> </ul>
Standard	Hazards and Risks - Waste	N	Standard	<ul style="list-style-type: none"> <li>• Protection of the Environment Operations Act 1997</li> <li>• NSW Waste and Sustainable Materials Strategy 2041 (Department of Planning, Industry and Environment, 2021)</li> <li>• Waste Classification Guidelines (Environment Protection Authority, 2014)</li> <li>• Australia's Circular Economy Framework (Department of Climate Change, Energy, the Environment and Water, 2024)</li> <li>• National Waste Policy (Australian Government 2018)</li> </ul>
Detailed	Built Environment – Design Quality	N	Specific	<ul style="list-style-type: none"> <li>• Better Placed (Government Architect NSW, 2017)</li> <li>• Apartment Design Guide (Department of Planning and Environment, 2015)</li> </ul>
Standard	Social – Community	N	Specific	<ul style="list-style-type: none"> <li>• Social Impact Assessment Guideline (Department of Planning, Housing and Infrastructure, 2025)</li> </ul>
Standard	Water – Hydrology and Water Quality	N	Standard	<ul style="list-style-type: none"> <li>• Liverpool Development Control Plan 2008</li> </ul>

# APPENDIX B: INDICATIVE IDG MASTERPLAN



# APPENDIX C: PUBLIC DOMAIN AND OPEN SPACE STRATEGY

# Landscape Concept

## 3. Public Domain

### Open Space Vision

The Casula redevelopment transforms a private farm into a publicly accessible domain. Public functions coexist comfortably with a landscape that celebrates Country, encouraging social interaction and cultural expression through inclusive open spaces.

Within this living landscape, a layered network of public and private open spaces unfolds; places to pause, gather and play. These spaces invite social exchange, support incidental play and offer moments of quiet connection with nature, embedding landscape as an essential part of daily life.



#### Neighbourhood Spaces

1	<b>Central Local Park</b>	A multifunctional place for residents and visitors to enjoy
2	<b>Retail Linear Plaza</b>	A lively everyday plaza for shopping, dining, meeting friends and connecting with nature.
3	<b>Communal Open Spaces</b>	Private open spaces for residents to enjoy and socialize with neighbors
4	<b>Pocket Parks</b>	Small clearings in the landscape to exercise, play with your dog or enjoy a coffee with a friend.
5	<b>Green Boulevards</b>	A landscaped neighbourhood link with spaces for community gathering.
6	<b>Ecological Edges</b>	Planted areas along streetscape for potential canopy retention to capture rainfall and promote biodiversity

### 3. Public Domain

## Open Space Framework







#### Neighbourhood Open Space Amenity

The public open space framework provides a diverse range of open space types, including a central lawn with a community pavilion, pocket parks and small play spaces that support connection to nature and to people.

Retail plazas are activated by surrounding shops and dining, creating lively, safe spaces used from early morning through to late evening. Together, this diversity of spaces supports the day-to-day needs of residents within the development as well as the surrounding neighbourhood, and is complemented by the wider network of nearby parks and reserves.

#### Key

	open space - public
	open space - landscape setback
	open space - communal (ground & podium)
	open space - private (ground courtyards)







#### Neighbourhood Circulation

The project presents an opportunity to connect Jardine Park and Leacock Regional Park through the north-south site access by providing a bike path and sidewalk boulevards.

This site responds directly to this opportunity by prioritizing pedestrian accessibility. The design establishes safe and legible routes that promote sustainable movement throughout the site. Walkable and cycle-friendly environment with tree lined boulevards connect the residential buildings to the central lawn.

#### Key

	pedestrian
	pedestrian crossing
	bike
	vehicle



#### Tree Canopy




The design approach to tree planting across the site is to utilise tree canopy to alleviate key environmental issues including urban heat island, flora and fauna habitat, equitable open space for recreation & well-being as well as soil, water and air quality.

The design provides:

- Ground level tree planting
- Opportunity to retain trees along site edges
- Small and medium trees at resident podiums
- Extensive groundcover planting at the ground and podium levels

Tree canopy cover delivers on the vision and targets set out in the Government Architects Greener Places Guidelines.

#### Key

	existing trees
	proposed trees
	trees in podium



#### Site Permeability

The site incorporates a variety of planting areas throughout, prioritising larger, continuous zones to maximise environmental performance.

A continuous deep soil zone is provided along the side edges on Hume Highway and tree lined boulevards support the establishment of significant canopy cover and strengthening the green connection between Jardine Park and Leacock Regional Park. This planting contributes shade to the north-facing street, improving pedestrian comfort and reducing heat impacts on adjacent northern dwellings.

Deep soil and site permeability areas align with the vision and targets set out in the Apartment Design Guidelines.

#### Key

	planting area
	deep soil zones

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