

Scoping Report

Mixed Use Development

184-186 Fifth Avenue, Austral

Submitted to the Department of Planning, Housing and Infrastructure
on behalf of 21 Derwent Road Pty Ltd



Prepared by Ethos Urban, a Colliers Company.

7 April 2025 | 2240864



'Gura Bulga'

Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.



'Dagura Buumarri'

Liz Belanjee Cameron

'Dagura Buumarri' – translates to Cold Brown Country. Representing Victoria.



'Gadalung Djarri'

Liz Belanjee Cameron

'Gadalung Djarri' – translates to Hot Red Country. Representing Queensland.

Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We pay our respects to their Elders past, present and emerging.

In supporting the Uluru Statement from the Heart, we walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people for a better future.

In March 2025, Ethos Urban took a major step toward future growth by partnering with leading professional services firm, Colliers. While our name evolves, our commitment to delivering high-quality solutions remains unchanged—now strengthened by broader access to property and advisory services and expertise.

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28 March 2025

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28 March 2025

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1.0 Introduction

This Scoping Report has been prepared by Ethos Urban on behalf of 21 Derwent Road Pty Ltd (**the Applicant**) for a state significant development application to facilitate a mixed-use development on land at 184-186 Fifth Avenue, Austral (**the site**).

The purpose of this Scoping Report is to inform the Department of Planning, Housing and Infrastructure (**DPHI**) of the proposed development and request Project-Specific Secretary’s Environmental Assessment requirements (**SEARs**) for the preparation of an Environmental Impact Statement (**EIS**) and concurrent Rezoning Proposal that will accompany a State Significant Development Application (**SSDA**).

The site is located at 184 and 186 Fifth Avenue, Austral and is approximately 19,120m² and in size. It is legally described as Lot 99 in DP 1284142 and is owned by the Applicant. The site is located in the Liverpool local government area (**LGA**) and is located within the Leppington Town Centre Precinct, identified as a state-assessed rezoning proposal area (**SARP**).

The development application pathway for the Project will consist of singular SSDA pursuant to section 4.36(3) of the Environmental Planning and Assessment Act 1979 (EP&A Act). The site was nominated as State Significant Development (**SSD**) by a Ministerial Planning Order, for development specified in the Housing Delivery Authority EOI application 230106. The pathway to enable its assessment will consist of:

- State Significant Development Application
- Concurrent Rezoning Proposal facilitating amendments to the Liverpool Growth Centres Precinct Plan within Appendix 4 of the *State Environmental Planning Policy (Precincts—Western Parkland City) 2021* (Parkland City SEPP)

The proposal, which is currently in design development, will consist of a mixed-use development comprising of the following:

- Preliminary enabling works i.e. demolition, vegetation removal, utility services upgrades, and earthworks;
- Construction of three buildings featuring a variety of land uses inclusive of residential, commercial and centre-based childcare and generally between 12 storeys to 15 storeys;
- Delivery of approximately 495 dwellings including a mixture of market housing and approximately 10% affordable housing units;
- Establishment of internal access network featuring roads and pedestrian paths; and
- Creation of purpose built communal and private open space and associated landscape embellishments.

The proposal will include commercial, centre-based child care and residential accommodation uses. It will integrate various land uses in response to the site’s unique context, designed to support the anticipated growth and demand for housing and commercial uses arising from the broader future growth of the Leppington Town Centre. As the site is situated adjacent to Fifth Avenue and new public open space within walking distance to Leppington Train Station, the proposed mixed-use development will provide high levels of amenity for people who will live in, work in and visit the town centre.

This Scoping Report is supported by an overview of the project, sets out the strategic and statutory context, and identifies the key likely environmental and planning issues associated with the proposal. This Scoping Report has been prepared in accordance with the DPHI’s State Significant Development Guidelines (2022).

1.1 Applicant Details

The Applicant’s details are presented in **Table 1** below.

Table 1 *Applicant Details*

Applicant:	21 Derwent Road Pty Ltd
Address:	21 Derwent Road Pty Ltd
ABN:	85 637 628 114

1.2 Project Description

1.2.1 Objectives

The NSW Government has acknowledged the imperative to address the state's growing population by enhancing housing supply and the delivery of affordable housing. To respond to this, this project seeks to provide additional housing and associated services in a highly accessible location within an area undergoing significant transition. The objectives of the proposed rezoning and development are to:

- Respond to the housing challenges facing Sydney through boosting the delivery of market and affordable housing in a highly accessible location.
- Enhance the legibility of the Leppington Town Centre fronting Fifth Avenue through the creation of a landmark building;
- Contribute to an active, functional and legible public domain, providing opportunities for activation and connectivity to the broader Town Centre;
- Incorporate a mixed-use approach and use urban design principles to integrate retail, child care and residential land uses, helping activate the public domain;
- Providing a range of community and civic infrastructure, supporting the community and essential employment within the area;
- Improve the pedestrian and vehicular accessibility to the site, while encouraging the direct connection to public transport and the existing street network; and
- Appropriately respond to neighbouring development and the public domain by establishing a podium base and tower built form that responds to its surrounding context through appropriate setbacks and street wall height, protecting key views and minimising environmental impacts.

1.3 Background

1.3.1 Housing Delivery Authority and Planning Pathway

The site was nominated as State Significant Development (SSD) by a Ministerial Planning Order, for development specified in the HDA EOI application 230106. This was described as:

Development for purposes of a residential flat building with provision for affordable housing.

The Housing Delivery Authority aims to address the current housing crisis and meeting Housing Accord targets by leading a new streamlined State Significant Development (SSD) pathway with a concurrent rezoning process. To facilitate the development, the following planning pathway is identified to be undertaken:

- A project specific State Significant Development Application for a mixed-use development on the site; and
- A Concurrent Rezoning Proposal facilitating amendments to the Liverpool Growth Centres Precinct Plan within Appendix 4 of the State Environmental Planning Policy (Precincts—Western Parkland City) 2021 (Parkland City SEPP).

1.3.2 Related Developments

A number of other developments were nominated as SSD under recent Ministerial Planning Orders within the surrounding context. These include:

- **230 Rickard Road and 257 Bringelly Road, Leppington:** a mixed-use development comprising a commercial premises, a centre-based child care facility and residential accommodation with provision for affordable housing.
- **213 Bringelly Road, Leppington:** development for the purposes a residential flat building with the provision of affordable housing.
- **173-183 Rickard Road, Leppington:** a mixed-use development comprising commercial premises and residential accommodation with provision of affordable housing.
- **156-166 Rickard Road, Leppington:** a mixed-use development comprising commercial premises and residential accommodation with provision of affordable housing.

21 Derwent Road Pty Ltd will deliver 213 Bringelly Road and 230 Rickard Road and 257 Bringelly Road in tandem with this SSDA. This provides the opportunity to deliver housing, affordable housing, commercial uses and community benefits within the Leppington Town Centre, helping catalyse development and facilitating future growth, with the three sites spread throughout the Centre to assist in driving activation. This development will enable and contribute to the transformation of the Leppington Town Centre into a thriving, sustainable, and well-connected urban centre that meets the diverse needs of its future residents and supports regional growth objectives.

2.0 The Site

2.1 Site Location and Context

The site is located at **184-186 Fifth Avenue, Austral**. The site is located within the Liverpool Local Government Area (LGA), where the traditional custodians of the land are the Gundungurra, Tharawal and Dharug people.

The site is located within the Leppington Town Centre and is approximately 1.1km from Leppington Train Station, providing railway connection Liverpool, Parramatta and the Sydney CBD. The site is located within the South West Growth Area of Sydney, expected to undergo significant transformation and growth over the coming years.

A context map is provided in **Figure 1** below.

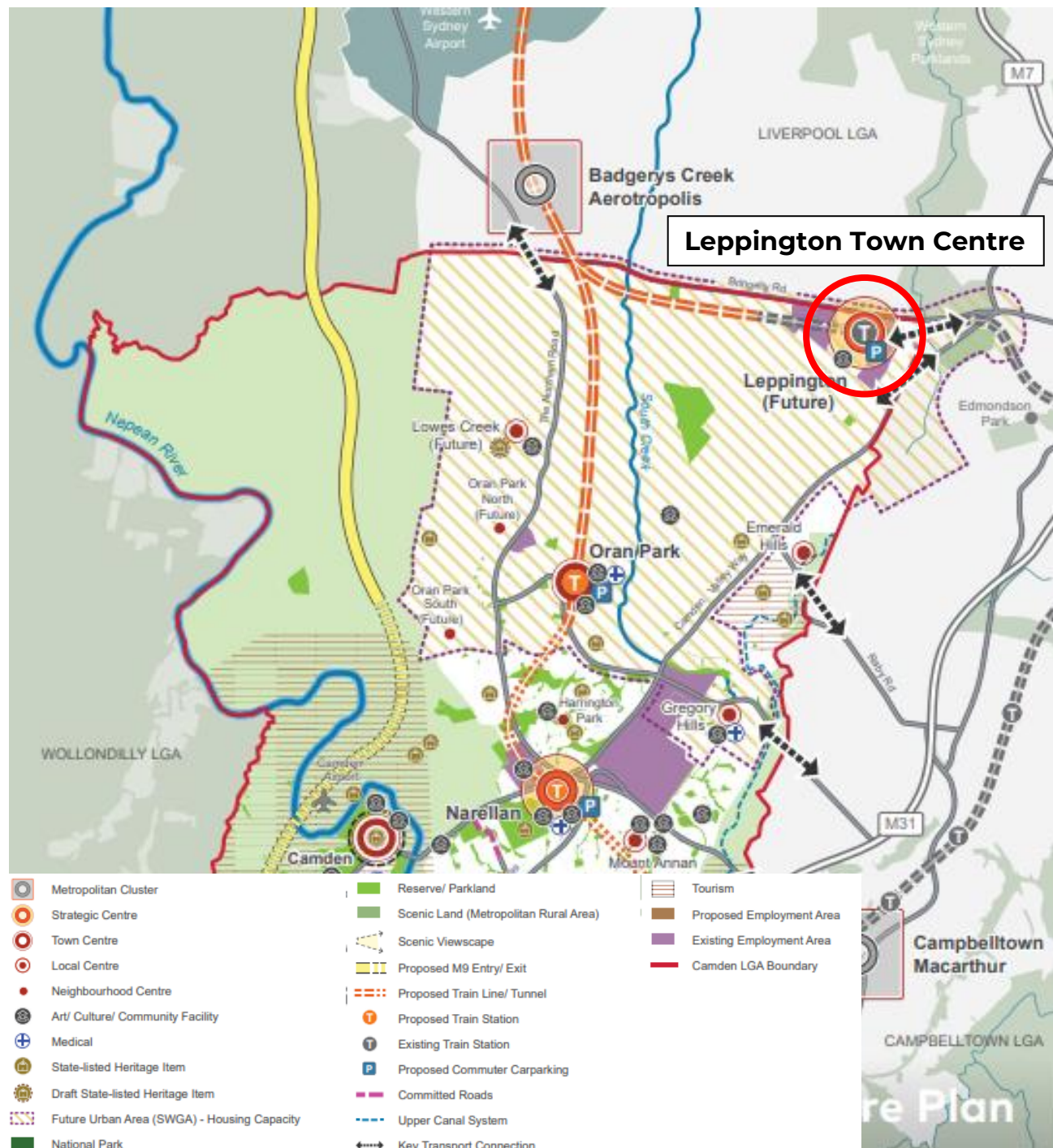


Figure 1 Context Map

Source: Leppington Town Centre Planning Proposal

2.2 Key Features of Site and Surrounds

2.2.1 Site Description

The site is irregular in shape and has an approximate area of 19,120m², with an lot boundary of 116m along the northern and southern boundary and 176m along the eastern lot. The site includes a curved lot boundary to the west to accommodate a future waterway/local drainage channel for the future expansion of Scalabrini Creek. The lot to the west (Lot 100 DP 1284142) has since been acquired by Council for the purpose of expanding Scalabrini Creek. A site survey will provide further details regarding lot area and lot width in the future SSDA.

The legal description of the site is as follows:

- Lot 99 in DP 1284142

A site aerial is provided in **Figure 2** below.



NOT TO SCALE



Figure 2 Site Aerial

Source: Nearmap / edited by Ethos Urban

2.2.2 Existing Development

Much of the Site is currently vacant. The built form on site includes two small dwellings and two freestanding shed structures in the northern portion of the Site. The Site contains vegetated land and is generally overgrown with weeds and ground coverage. There are a few trees dispersed across the Site. A photo depicting the existing development is provided in **Figure 3** and **Figure 4** below.



Figure 3 View of the existing development from Fifth Avenue looking south-east (left) and south-west (right)

Source: Google Maps

2.2.3 Surrounding Development

The Site is surrounded by a mix of vegetated land, 1-2 storey low density dwellings, industrial land and transport infrastructure. The surrounding development is described as follows:

- **North:** Directly north of the site, across Fifth Avenue, is a newly-subdivided low-density residential area on narrow lots with limited open space. There are a small number of large low-density residential lots that have not yet undergone subdivision. Further north, the area transitions into a greater amount of low-density detached residential developments on large lots, with some new narrow lots for the future construction of smaller residential typologies.
- **South:** To the south of the site is a detached residential development featuring large areas of grass and vegetation as well as several outbuildings. Further south, beyond Bringelly Road, is Leppington Train Station, which serves the T2 Leppington & Inner West Line and the T5 Cumberland Line. The station is supported by extensive parking facilities.
- **East:** Immediately east of the site are multiple low-density residential dwellings on large lots. Further east, beyond Edmondson Avenue, the area is dominated by large lot residential with rural characteristics including greenhouse structures and sheds. Scalabrini Australia, a large residential care facility, is also located on the north-east corner of Fifth Avenue and Edmondson Avenue.
- **West:** To the west of the site is Scalabrini Creek, a waterway surrounded by thick vegetation with land reserved around for the purposes of local drainage. Further west, beyond Fourth Avenue, is mostly low-density residential land uses with mixed lot sizes resulting from new subdivision in the area.

Figure 4 to Figure 7 illustrates the surrounding development.



Figure 4 View of residential developments to the north of the site



Figure 5 View of dwellings to the east of the site



Figure 6 View of Scalabrini Creek to the west of the site



Figure 7 View of Leppington Train Station

Source: Google Maps, 2021 (fig. 5-7), 2022 (fig. 8)

3.0 Strategic Context

This section sets out the relevant strategic context that is relevant to the project justification and evaluation. It is noted that these matters will be investigated in more detail in the EIS.

3.1 Project Justification

A summary of the key strategic plans that identify the strategic context of the project is provided in **Table 2** below.

Table 2 Summary of Alignment with Key Strategic Plans

Strategic Plan / Strategy	Analysis
NSW Housing Strategy: Housing 2041	The NSW Housing Strategy supports the provision of new housing stock in NSW. Within the Strategy, in-fill affordable housing is identified as a housing typology to support the diversity and affordability of the rental market. This helps to meet two of the four key pillars of the NSW housing system, demonstrated in Figure 8 below:



Figure 8 NSW Housing Strategy Key Pillars

Source: Housing 2041, NSW Government.

National Housing Accord 2022	The Federal Government announced the National Housing Accord in October 2022, which committed to delivering 1.2 million houses in well-located areas in 5 years starting from July 2024. The Accord lays the groundwork to improving affordability by addressing Australia’s housing supply challenges and enabling the delivery of more social and affordable housing. The Housing Accord includes: • an initial, aspirational national target of delivering a total of one million new, well located homes over 5 years from 2024, and • immediate and longer-term actions for all parties to support the delivery of more affordable homes. The proposed development is aligned with the National Housing Accord as it seeks to deliver additional housing in a well-served location.
NSW Housing Targets	The NSW Government has recently released 5-year housing completion targets for 43 councils across Greater Sydney, Illawarra-Shoalhaven, Central Coast, Lower Hunter and Greater Newcastle and 1 target for regional NSW. These targets replace outdated targets reflect NSW’s commitment to deliver 377,000 new homes across the state by 2029 under the National Housing Accord. A 5-year target of 16,700 new dwellings has been identified for Woollahra LGA, the achievement of which will be assisted by this proposal.
Greater Sydney Region Plan - A Metropolis of Three Cities	The Greater Sydney Region Plan establishes a 40-year vision to 2056 for Greater Sydney to be a metropolis of three cities, enabling most people in Greater Sydney to get to their nearest strategic centre within 30 minutes by public transport. This project aligns by delivering housing and jobs within well-located areas close to public transport. The Region Plan is supported by five district plans that guide the implementation of the

Strategic Plan / Strategy	Analysis
	Region Plan at a district level and act as a bridge between regional and local planning. The site is located within the Western City District and is included in the Western City District Plan. This is further discussed below.
Western City District Plan	The District Plan contains the planning priorities and actions for implementing the Regional Plan at a district level. The Regional Plan sets the 20-year vision for the District through 22 'Planning Priorities' that are linked to the Region Plan. The purpose of the District Plan is to support councils in planning for growth and to align the <i>Local Strategic Planning Statements</i> (LSPS) with place-based outcomes. The strategic intent of the District Plan is to provide for services, shops, cultural infrastructure, education and transport within close reach of residents. The District Plan acknowledges that Austral (part of the Leppington North area) is a designated Planned Precinct and is expected to be a prominent Town Centre in the future. To enable this, infrastructure and services need to be developed to support future development. Some of the key Priorities relevant to this project are: • Planning Priority W3: Providing services and social infrastructure to meet people's change needs. • Planning Priority W4: Fostering healthy, creating, culturally rich and socially connected communities. • Planning Priority W5: Providing housing supply, choice and affordability with access to jobs, services and public transport. • Planning Priority W6: Creating and renewing great places and local centres, and respecting the District's heritage. • Planning Priority W7: Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City. • Planning Priority W11: Growing investment, business opportunities, and jobs in strategic centres • Planning Priority W15: Increasing urban tree canopy cover and delivering Green Grid connections
Future Transport Strategy 2056	The Future Transport Strategy 2056 sets the vision and direction for NSW transport investment by providing a comprehensive plan that emphasises the creation of connected 30-minute cities and convenient 15-minute neighbourhoods. It includes a movement and place framework to ensure that transport supports the increased accessibility and reduced travel time for residents whilst enhancing the character of the places and communities. The key guiding principles for future transport that are relevant to the site, include: • Successful places: The liveability, amenity and economic success of communities and places should be enhanced by transport. • Accessible services: Transport should enable everyone to get the most out of life, wherever they live and whatever their age, ability or personal circumstances.
Liverpool Local Strategic Planning Statement 2020	'Connected Liverpool 2040' is Liverpool City Council's Local Strategic Planning Statement (LSPS), a 20-year planning vision emphasising land use, transport and sustainability objectives to demonstrate how the LGA will change to meet the community's needs over the next 20 years. The LSPS is made up of four themes, which mirror the four themes of the Sydney Region Plan and the District Plan. The Plan identifies that Austral is a future key Strategic Centre within the LGA, supporting future residential and employment growth. The key Local Priorities within the LSPS which the project aligns with includes the following: • Planning Priority C3: Accessible and connected suburbs • Planning Priority L7: Housing choice for different needs, with density focused in the City Centre and centres well serviced by public transport • Planning Priority L9: Safe, healthy and inclusive places shaping the wellbeing of the Liverpool community • Planning Priority P11: An attractive environment for local jobs, business, tourism and investment • Planning Priority S14: Bushland and waterways are celebrated, connected, protected and enhanced • Planning Priority S15: A green, sustainable, resilient and water-sensitive city

Strategic Plan / Strategy	Analysis
Liverpool Local Housing Strategy 2020	The Liverpool Local Housing Strategy sets out Council's vision for housing in the Liverpool Local Government Area (LGA) over the next 10 and 20 years. The housing strategy identifies that the delivery of housing within the LGA is sufficient over the short to medium term to meet the applicable housing targets, subject to collaboration with the State Government. The South West Growth Area (SWGA), including Austral, will provide the majority of planning capacity to meet housing demand, supported by incremental growth within established urban areas. This project will contribute to the delivery of housing in a highly accessible area, consistent with the priorities and objectives of the Local Housing Strategy. The key Priorities are: • Priority 1: Diverse housing to meet the needs of the community • Priority 2: Focus growth in and around town and strategic centres close to transport and services • Priority 4: Increase affordable housing across Liverpool • Priority 5: Ensure sustainability principles and climate resilience in new development • Priority 6: Support housing growth with appropriate infrastructure
Liverpool Centres and Corridors Strategy	The Liverpool Centres and Corridors Strategy sets out Council's vision for Liverpool's retail centres and industrial and urban services lands for the next 20 years. It identifies that Austral will become a key employment centre for Liverpool, supported by a mix of high amenity residential development with access to retail and civic services. There is potential for Austral to also form a specialist role in support of the Airport, leveraging the future rail connection to the Aerotropolis and other employment districts. The key Objectives within the Strategy that are relevant for this project include: • Objective 1: Ensure that there are adequate, appropriate and accessible retail services for Liverpool's residents into the future • Objective 3: Ensure that centres have a high level of amenity for workers, shoppers, residents and visitors • Objective 4: Ensure that future centres are well planned and connected

3.1.1 Leppington Town Centre Planning Proposal

Leppington Town Centre is located in Sydney's Southwest Growth area and has been identified as a strategic centre in the Greater Sydney Region Plan, Western City District Plan and Council's Local Strategic Planning Statements. As Leppington Town Centre is split between two LGAs (Liverpool and Camden), two concurrent Planning Proposals are currently being reviewed to amend the local planning controls in each respective LGA. As the site is located within the portion of the Leppington Town Centre within the Liverpool LGA, the following section will consider the Planning Proposal relating to the Liverpool LGA. Planning Proposal (PP) PP-2023-296 was granted Gateway Determination, subject to conditions, by the (then) Department of Planning and Environment in August 2023 to facilitate a shift into a highly integrated mix-use strategic centre core that is highly connected, utilising the train station delivered in 2015. The vision for the Leppington Town Centre consisted of five key pillars as follows:

- Active and people focused
- A green urban centre
- Convenient and connected
- A well-designed built environment
- Complimentary to its natural environment

The PP seeks to deliver a total of 10,500 dwellings and 11,000 jobs by 2041, in line with achieving a vision of Leppington to be a well-designed, convenient and connected built environment. The PP proposed several land use and zoning changes, alongside introducing recommended FSR controls, maximum building height controls, permitted podium parking, bonus FSR for low carbon buildings, and bonus FSR for affordable community housing. The urban centre is envisioned to feature buildings ranging from between 12 and 28 storeys, scaling down to mid-rise and low-rise in the frame area fringe.

Following the granting of Gateway Determination, the Planning Proposal, on 6 December 2024, the NSW Department of Planning, Housing and Infrastructure identified Leppington Town Centre as a State-assessed Rezoning Proposal (SARP), in line with their State Significant Rezoning Policy. The proposed controls under PP-2023-296 are yet to be finalised following exhibition of the amended planning controls.

The Indicative Layout Plan which supports PP-2023-296 is shown below in **Figure 9**.

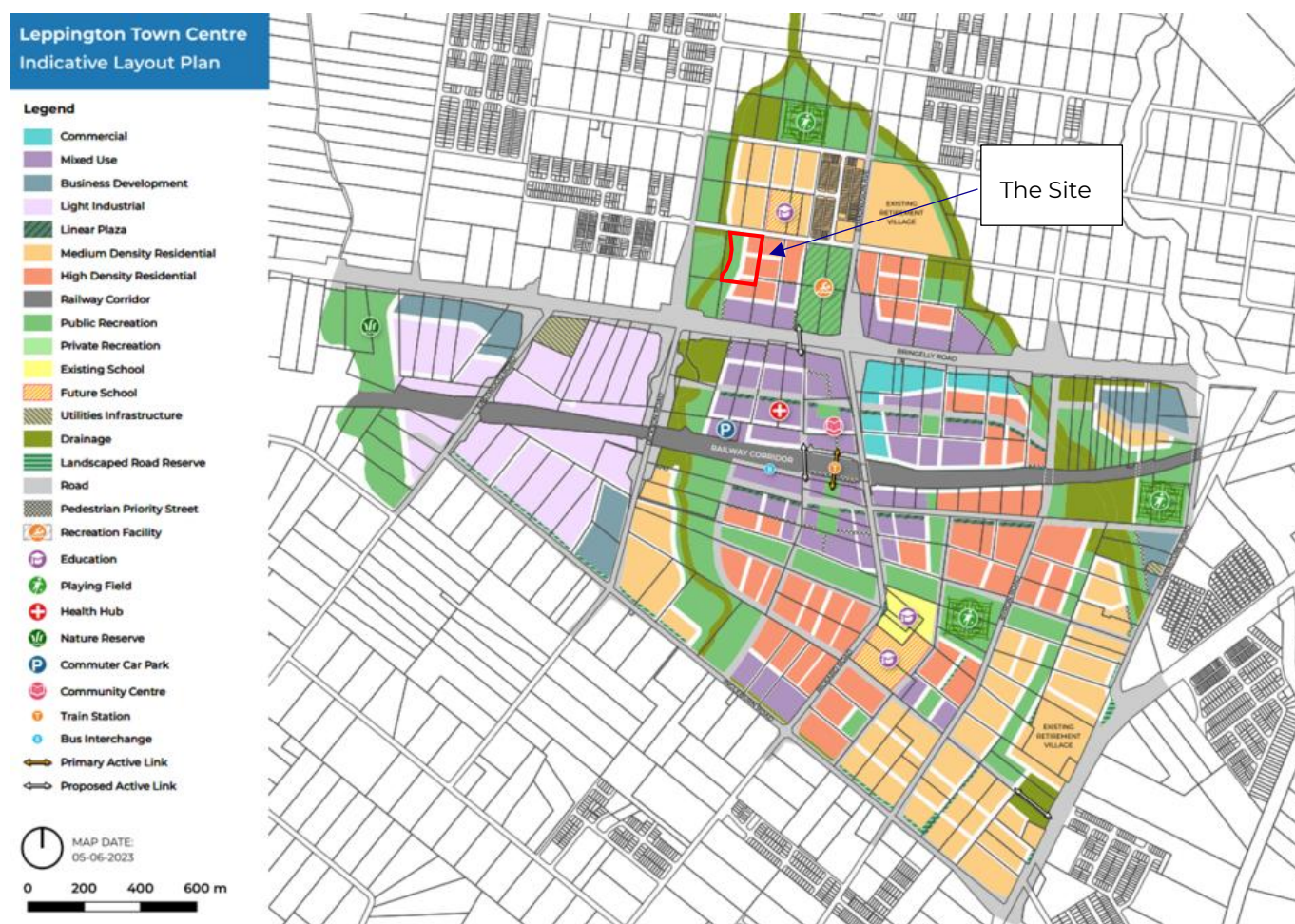


Figure 9 Indicative Layout Plan

Source: Leppington Town Centre – Planning Proposal

3.1.2 Submission on the Leppington Town Centre Planning Proposal

In February 2024, a submission was made on the LTC PP which provided constructive feedback for Liverpool City Council to consider as to ensure the plan for Leppington can deliver quality development, community benefits and appropriately contribute to the supply of new housing to meet critical need, particularly in the south-west of Sydney.

Importantly, the submission identified the benefits attributed to alternative planning provisions which permitted greater density and height on the site. Namely, the increase in density on site would support a key driver of the PP which relates to desired amenity. The opportunity to place greater heights and floor space within close proximity to Leppington Station as well as long public open space corridors such as Scalabrini Creek will deliver greater amenity. This approach is also consistent with Western District Plan urban form principles for the Western Parkland City, in particular Planning Priority W13 'Creating a Parkland City urban structure and identity with South Creek as a defining spatial element' that recommends areas of higher density and high quality public spaces are oriented towards waterways, making the most of the green infrastructure and resulting in amenity driven density.

The submission also noted that the increase in height and floor space would also assist against current feasibility challenges. The outcomes of the LTC PP were supported by a Market Demand Analysis (prepared by HillPDA, 2021). At the time of the submission, the report was prepared 3 years ago and was considered to provide unreliable data given the significant costs changes in the market. Primarily, the following costs of delivery were not factored into the Market Demand Analysis:

- the rise in construction costs since COVID lockdown;
- the increased contribution rates that are proposed to apply to new development in Leppington Town Centre as part of the draft Leppington Town Centre Contribution Plan; and
- the increased cost of infrastructure such as water supply, sewerage and internal roads.

Without the consideration of the above changes, the uptake of development opportunities may continue to stall for the foreseeable future.

In addition to commentary on the benefit delivered from increased density on the site and significant feasibility challenges underpinned in the LTC PP Market Demand Analysis, the submission included constructive recommendations on the following:

- An increase in building height to 45m and FSR control to 3.5:1 to support urban design principles and feasibility challenges.
- Significant concerns regarding the prescription of a 0:1 FSR within the road network which limits the flexibility of varying the design of roads and will constrain development outcomes.
- Promotion of pedestrian priority lanes along Scalabrini Creek to support the urban centre's connection with green corridors.
- The need to consider temporary access arrangements due to the nature of staged infrastructure and the potential to landlock developable sites.

3.1.3 Alignment with the Leppington Town Centre Planning Proposal

Under the LTC PP, the site was proposed to be rezoned to the following controls:

- Zoning: Part R4 High Density Residential, part RE1 Public Infrastructure
- Height of Building: 30m over the R4 zone
- Floor Space Ratio: 2:1 over the R4 zone (excluding the portion of the site to accommodate future roads)

The proposed development is consistent with the vision and objectives of the Planning Proposal as it provides a mixture of land uses permitted within the High Density Residential area including a strong focus on residential uses and associated supporting services such as commercial uses and child-care services. In this way, it will provide for a sustainable development outcome that provides employment and housing opportunities and range of services for the future Leppington community.

The site is subject to a rezoning of part R4 High Density Residential and part RE1 Public Recreation. The proposed land use table for R4 High Density Residential under the Leppington Town Centre Planning Proposal Report permits shop-top housing, residential flat buildings and centre-based child care as development permissible with development consent. This aligns with the intended land uses proposed under the SSDA.

The proposed residential uses are consistent with the state government's mandate for additional housing in areas that are highly accessible. Additionally, the provision of approximately 7,000m² of publicly accessible open space will significantly contribute towards residential amenity and the overall open space network. Further justification of the project's intended land use and amendments to current legislation will be provided in the concurrent Rezoning Report.

The proposal development seeks to maximum the development opportunity on the site in terms of height and floor space. This responds to key marked constraints (as identified in the LTC PP submission as outlined in **Section 3.1.2**). The Feasibility Study which supported the LTC PP submission is reattached in **Attachment C** and finds that any development which complies with the LTC PP height and FSR controls will result in a negative Residential Land Value (RLV) of approximately \$1.8 million. The proposed development will only see marginal project returns once the density of the site increases up to 3.9:1. The proposed development is consistent with the findings of the Feasibility Study and builds on the need for in-fill affordable housing. Further details on the quantum and mixture of affordable housing will be provided in the SSDA.

3.2 State and Commonwealth Interests

As part of the Council planning proposal that has previously been progressed, consultation with relevant State agencies has already been undertaken insofar as it relates to that proposal. The site will be subject to all the necessary referrals through the assessment process.

3.3 Cumulative Impacts

In accordance with the *Cumulative Impact Assessment Guidelines for State Significant Projects* document dated October 2022 by DPHI, cumulative impacts can be caused by the compounding effects of multiple projects in an area.

The approved Leppington Town Centre Planning Proposal outlines Council and DPHI's vision for the Town Centre, which is largely characterised by high density mixed-use podium and tower development. The proposed development aligns with the Planning Proposal which considered the cumulative impacts of redeveloping the Town Centre.

Within proximity to the site, a number of other projects were declared as SSD by the Housing Delivery Authority. The nearby relevant and potential future projects are identified and summarised in **Table 3** below. The future SSDA will consider the impacts of surrounding projects in terms of construction and operational impacts.

Table 3 *Surrounding Future Projects*

HDA EOI Number	Description	Address	Status
230110	Development for the purposes of a mixed use development comprising a commercial premises, a centre-based child care facility and residential accommodation with provision for affordable housing	230 Rickard Road and 257 Bringelly Road, Leppington	Declared as SSD
230241	Development for the purposes a residential flat building with the provision of affordable housing.	213 Bringelly Road, Leppington	Declared as SSD
234000	A mixed use development comprising commercial premises and residential accommodation with provision of affordable housing.	173-183 Rickard Road, Leppington	Declared as SSD
234790	A mixed use development comprising commercial premises and residential accommodation with provision of affordable housing.	156-166 Rickard Road, Leppington	Declared as SSD

3.4 Agreements with Other Parties

There are no existing agreements with other parties. A Voluntary Planning Agreement may be agreed upon with Council prior to the approval of the SSDA. The Applicant is committed to delivering a high-quality outcome on the site and believe that the delivery of housing diversity, including affordable housing, and community focused commercial uses will ensure that a sense of place and community is able to be delivered on the site.

The Applicant is open to enter into discussions with DPHI/Council on a Planning Agreement regarding affordable housing, and delivery of the internal road network, infrastructure, or alternatively credits to developer contributions.

4.0 Project Description

The proposed development will generally be undertaken in accordance with the preliminary architectural drawings prepared by Plus Architects at **Appendix B**. The proposed development will seek approval for:

- Preliminary enabling works i.e. demolition, vegetation removal, utility services upgrades, and earthworks;
- Construction of three buildings featuring a variety of land uses inclusive of residential, commercial and centre-based childcare and generally between 12 storeys to 15 storeys;
- Delivery of approximately 495 dwellings including a mixture of affordable housing units and 49 (10%) market housing units over approximately 56,730m² of GFA;
- Establishment of internal access network featuring roads and pedestrian paths; and
- Creation of purpose built communal and private open space and associated landscape embellishments.

4.1 Main Use and Activities

The purpose of the proposal is to provide for the redevelopment of mixed use buildings across the site. The SSDA will seek consent for the following uses:

- Shop top housing (mixture of commercial development and residential uses in the Northern building);
- Residential flat buildings (Central and Southern building); and
- Centre-based child care facility.

4.2 Layout and Design

The proposal involves the construction of a new mixed-use development that integrates residential, commercial and centre-based child care land uses. The development will be constructed in conjunction with new pedestrian priority streets and dedicated open space.

Of the three (3) new buildings proposed, the northern building will feature a part two (2) and part four (4) storey podium. It is intended that the two storey portion which fronts Fifth Avenue will feature the future commercial uses and centre-based child care land use (subject to further investigation). The central building will feature four storey podiums.

Above the northern building's podium, the tower massing will step down from eighteen (18) storeys, to ten (10) storeys and eight (8) storeys. The central buildings tower form will drop down from seventeen (17) storeys, to eleven (11) storeys to nine (9) storeys. The southern building involves a more slender form and only includes one step between the fifteen (15) storey portion to the fourteen (14) storey portion of the building. This scheme will ensure a strong urban and natural interface without compromising the solar access and amenity of future developments in the Leppington Town Centre.

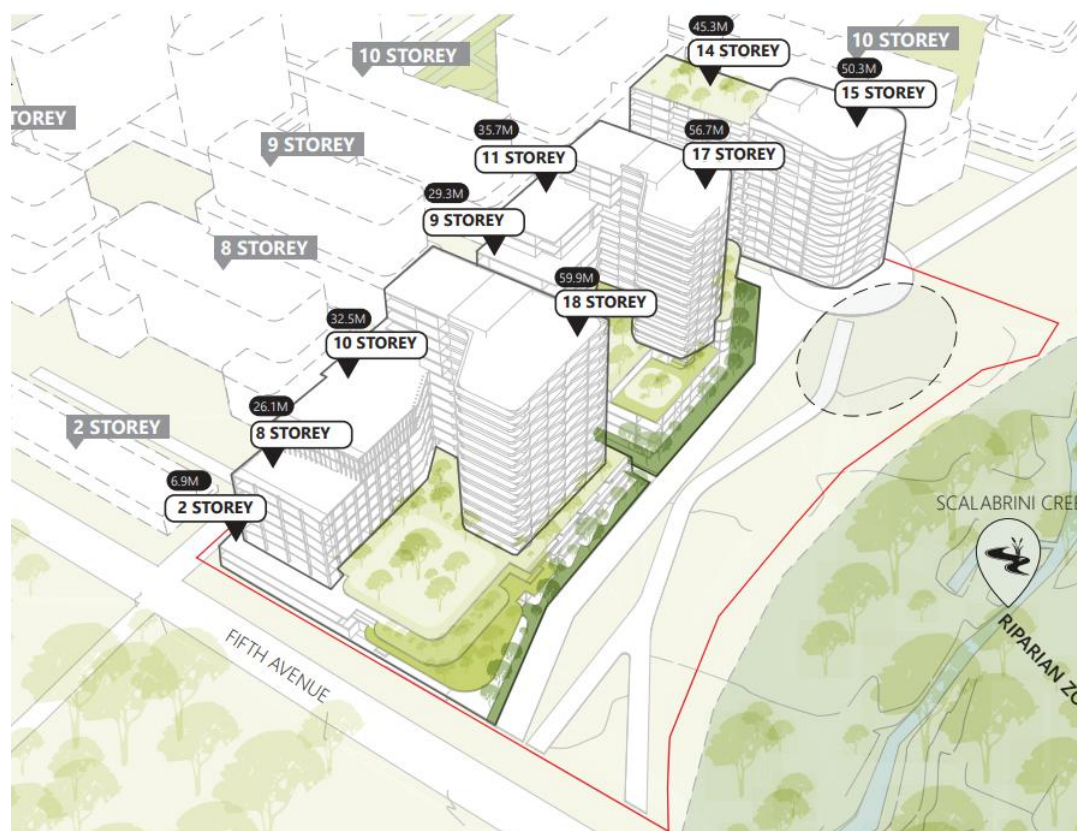
The design and location the buildings across the site responds cohesively with the Leppington Town Centre Planning Proposal (PP-2023-296) in delivering high-density residential development alongside a new internal movement network and public open space. The podium of each building has been designed to assist in addressing the street level and public open space on the site which contribute to forming a sense of place on the site and provide connection to key transport nodes.

12m wide pedestrian priority streets are proposed between the northern and central building and the central and southern building. These streets will run in an east-west direction and will connect to a future 16m wide local street which connects to Fifth Avenue. Part of the new 16m wide local street will be delivered on the site with the remaining portion delivered on the neighbouring land. This road position has occurred in consultation with the adjoining neighbour (refer to support letter in **Appendix G**). A 12m wide pedestrian priority street is also located to the west of the buildings. This pedestrian focused street will improve walkability and connection to the future publicly accessible park land on the western portion of the Site.

The proposed public open space occupies approximately 37% of the site or 7,000m². The park's location on the site interfacing with the Scalabrini Creek riparian corridor and will contribute positively to the amenity of residents, and to human and environmental health. The interface with pedestrian priority streets will encourage active transport within the Leppington Town Centre and to Leppington Train Station, assuring the public transport accessibility of the proposed development.

[illegible]

Source: Plus Architecture



Source: Plus Architecture



Figure 12 *Indicative 3D View Looking South-West*

Source: Plus Architecture

4.3 Overview of Alternatives

In deciding whether the appropriate path for the proposed development, a number of options and alternatives were presented and considered. The development of the project was driven by the focus to provide the most appropriate design response to the environmental opportunities and constraints of the site.

An overview of alternatives considered is provided in **Table 4** below.

Table 4 *Overview of Alternatives*

Alternative	Consideration
'Do Nothing'	This alternative leave the site as it currently exists, where the buildings are under-utilised and do not contribute to the strategic and statutory vision of the area and will continue to detract from the public domain.
Alternative Use	An alternative use would be to the detriment of much needed housing required to be delivered within areas of high access to public transport. Additionally, the commercial and child-caring land uses are permissible with consent and will service the residential use. Accordingly, an alternative use would be inconsistent with the strategic and statutory vision of the area.
Delaying the Development	Considering the current demand for housing in areas close to centres and high frequency public transport, delaying the development is contrary to housing delivery objectives of the state and federal governments.
Not including affordable housing	This scenario would be to the detriment of the much needed diverse housing required to be delivered within Sydney.
Alternative Designs	Three alternative designs were considered for the final proposed development. These are discussed in Appendix B and each involve a different quantum of affordable units. This represents the various built forms permitted under the delivery of a 15% affordable housing design, a 0% affordable housing design and an alternative 10% affordable housing design.

The proposed development represents the most suitable and appropriate pathway to achieve the strategic objectives and statutory controls for the site in a timely manner. The proposal will facilitate the intent and objectives of the Leppington Town Centre Planning Proposal and help catalyse development within a future high-density area.

The proposed development will integrate commercial and residential land uses and therefore appropriately responds to the demand for housing, while strengthening the role of Leppington as a future strategic centre.

5.0 Statutory Context

A summary of the relevant statutory requirements for the project are identified in **Table 5** below.

Table 5 *Relevant Statutory Requirements*

Matter	Consideration
Power to Grant Consent	Development consent will be sought under 'Division 4.7 - Stage Significant Development' of the EP&A Act. Section 4.36(3) of the EP&A Act states that: <i>The Minister may, by a Ministerial planning order, declare specified development on specified land to be State significant development, but only if the Minister has obtained and made publicly available advice from the Independent Planning Commission about the State or regional planning significance of the development.</i> The Ministerial Planning Order <i>State Significant Development Declaration Order 2025</i> published the 17th of February 2025 lists development that is declared SSD. Part 2 Declaration of State Significant Development states: <i>(i) development specified in EOI application 230106 dated 10 January 2025 including development for the purposes of a residential flat building with provision for affordable housing at 184 Fifth Avenue, Austral as identified in Schedule 8.</i> As the proposed development is for the purposes of the relevant use, it is declared SSD. Before SSD can be determined, it is subject to a comprehensive assessment under the EP&A Act. Section 4.5 of the EP&A Act and Section 2.7 of <i>State Environmental Planning Policy (Planning Systems) 2021</i> stipulate that the consent authority is the Minister for Planning and Public Spaces (or DPHI as their delegate) unless the development triggers the matter set out in Section 2.7(l) in which case the consent authority will be the Independent Planning Commission.
Permissibility	The proposed development will likely constitute the following uses as defined under the Standard Instrument: • shop top housing; • residential flat building; and • centre-based childcare facilities. The site is zoned B5 Business Development and C2 Environmental Conservation under the <i>State Environmental Planning Policy (Precincts—Western Parkland City) 2021</i>. The proposed land uses are not permissible under the current zoning. Section 4.38 of the EP&A Act states that: <i>(5) A development application in respect of State significant development that is wholly or partly prohibited may be considered in accordance with Division 3.5 in conjunction with a proposed environmental planning instrument to permit the carrying out of the development. The Planning Secretary may (despite anything to the contrary in section 3.32) undertake the functions of the planning proposal authority under Part 3 for a proposed instrument if it is initiated for the purpose of permitting the carrying out of the development (whether or not it contains other provisions).</i> A Concurrent Rezoning Proposal facilitating amendments to the Liverpool Growth Centres Precinct Plan within Appendix 4 of the <i>State Environmental Planning Policy (Precincts—Western Parkland City) 2021 (Parkland City SEPP)</i> will be undertaken under Division 3.5 of the EPA&A Act to enable the permissibility of the site.
Other Approvals	Approvals not required for SSD, otherwise required • Fisheries Management Act 1994 – No • Heritage Act 1977 – No • National Parks and Wildlife Act 1974 – No • Rural Fires Act 1997 – Yes • Water Management Act 2000 – Yes Consistent Approvals • An approval under Section 138 of the Roads Act 1993 is required for the construction of the roads that are included as part of the Proposal. EPBC Act Approval • The Project is not likely to impact a matter of National Environmental Significance. Therefore, the Project is not required to be referred to the Federal Department of the Environment to determine if it constitutes a controlled action and the bilateral agreement applies.

Matter	Consideration
Pre-conditions to Exercise the Power to Grant Consent	The following sections of the relevant legislation are expected to be relevant to the assessment of the EIS: • <i>State Environmental Planning Policy (Precincts–Western Parkland City) 2021</i> – Chapter 3, Appendix 4 • <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> – Section 2.48, – Section 2.119, Section 2.120, Section 2.121, and Section 2.122, Schedule 3 • <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> – Chapter 4 • <i>State Environmental Planning Policy (Housing) 2021</i> – Chapter 2, Chapter 4 • <i>State Environmental Planning Policy (Sustainable Buildings) 2022</i>
Mandatory Matters for Consideration	The following mandatory matters for consideration are expected to be relevant to the assessment of the EIS: • <i>Environmental Planning & Assessment Act 1979</i> – Section 1.3, Section 4.15 • <i>Biodiversity Conservation Act 2016</i> – Section 7.9 • <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> – Chapter 4 • <i>State Environmental Planning Policy (Housing) 2021</i> – Chapter 2, Chapter 4 • <i>State Environmental Planning Policy (Sustainable Buildings) 2022</i> • <i>State Environmental Planning Policy (Precincts–Western Parkland City) 2021</i> – Chapter 3, Appendix 5

5.1 Summary of the Proposed Amendments to the State Environmental Planning Policy (Precincts–Western Parkland City) 2021

A summary of the intended amendments to the *State Environmental Planning Policy (Precincts–Western Parkland City) 2021* undertaken in the Concurrent Rezoning Proposal are identified in **Table 5** below. A further column is provided for the approved controls under the Leppington Town Centre Planning Proposal for comparison.

The justification for the proposed changes to the planning controls under the Western Parkland City SEPP are as follows:

- The development will deliver much-needed dwellings, including affordable housing, to meet Liverpool's dwelling targets and address the ongoing housing crisis.
- Leppington faces significant feasibility challenges. The increased floor space ratios and corresponding building height will result in a more viable development outcome.
- The site is constrained which adds to the complexity of the site. This relates to the site's relationship with the adjoining Scalabrini Creek. The site's defined building footprint and tower design will play a key role in shaping the identity of this important intersection with adjacent features.

Further justification for the intended amendments to the Western Parkland City SEPP will be detailed as part of the Concurrent Rezoning Application.

Table 6 *Intended Amendments under Appendix 4 of the Western Parkland City SEPP*

Control	Existing	Approved under Leppington Town Centre PP	The Proposal
Clause 2.1 <i>Land use zones</i>	B5 – Business Park C2 – Environmental Conservation	R4 – High Density Residential RE1 – Public Recreation	R4 – High Density Residential RE1 – Public Recreation
Clause 4.3 <i>Height of Building</i>	12m	30m (over the R4 portion of the site and future roads) No height of building control over the RE1 portion of the site.	59.9m over the R4 portion of the site and future roads. No height of building control over the RE1 portion of the site.
Clause 4.4 <i>Floor Space Ratio</i>	0.75:1	2:1 (over the R4 portion of the site excl. future internal roads) 0:1 (over the future internal roads) No FSR control for the RE1 portion of the site	4.68:1 over the R4 portion of the site and future roads. No FSR control for the RE1 portion of the site

5.1.1 Strategic and Site-Specific Considerations

A range of strategic and site-specific considerations will form the assessment of the concurrent rezoning proposal, as described at various sections throughout this report. This includes assessment against various strategic plans, policies and guidelines, the built form and density proposed for the site and its relationship to surrounding development. The assessment will also consider a range of technical assessments and justifications in support of the proposal.

In particular, the proposal will thoroughly consider the economic benefits and impacts of the proposed uplift at the site which will provide additional housing choice and affordability and employment opportunities. In addition to this the proposal will analyse the social impact and needs relating to the planning proposal at the site to ensure the proposal is able to adequately meet the needs of the growing population of the area.

5.1.2 Ministerial Planning Directions

The concurrent rezoning proposal will be required to address the applicable Ministerial Directions. The following points provide a summary response indicating how the Planning Proposal will address the relevant Ministerial Directions:

- Direction 1.1 (Implementation of Regional Plans) – the proposal is consistent with the Greater Sydney Region Plan
- Direction 1.4 (Site Specific Provisions) – the proposal will not create unnecessarily restrictive or complicated planning controls.
- Direction 3.1 (Conservation Zones) – This rezoning is consistent with the LTT PP which seeks to rezone a portion of the site from C2 to RE1/R4.
- Direction 4.1 (Flooding) – the proposal will be designed with consideration of the adjoining waterbody and does not seek to permit development within floodway areas. Further consideration of impacts to the flood prone nature of the land will be provided in the concurrent Planning Proposal.
- Direction 4.4 (Remediation of Contaminated Land) – the proposal will undertake and provide the necessary investigations to demonstrate the site, if contaminated, will be made suitable through remediation works (as necessary) for its intended use.
- Direction 5.1 (Integrating Land Use and Transport) – the proposal improves access to housing and jobs by walking, cycling and transport taking into consideration the proximity of the site to existing networks. Increasing density at this location also contributes toward a reduction in car dependency as alternative transport modes are readily available, including the nearby Concord West Station, and the future Sydney Metro West station at North Strathfield.
- Direction 5.3 (Development near Regulated Airports and Defence Airfields) - Leppington Town Centre is located on the edge of the Obstacle Limit Surface (OLS) of the Western Sydney Airport. The proposed building heights are below the prescribed OLS elevation.
- Direction 6.1 (Residential Zones) – the proposal provides for a diversity of housing types and makes efficient use of existing infrastructure by increasing density at a suitable location, where it can be accommodated without any significant environmental impact.
- Direction 7.1 (Business and Industrial Zones) – the proposal may be inconsistent with this direction; the Planning Proposal and the Economic Impact Assessment will address the relevant matters.

6.0 Engagement

Engagement is proposed to be carried out through the preparation of the EIS prior to submission in accordance with the DPHI's *Undertaking Engagement Guidelines for State Significant Development*. This includes adopting the following community participation objectives provided in the Guideline:

“Engagement is to be:

- *open and inclusive,*
- *easy to access,*
- *relevant,*
- *timely, and*
- *meaningful.”*

The applicant will engage with the following organisations and community members:

6.1 Aboriginal Community Consultation

The project team have engaged Connecting with Country consultants WSP to undertake formal engagement with locals and a Walk on Country. This activity will enrich the project team's knowledge on invaluable knowledge from the Dharug people who will use this information to inform the overall design. Consultation will continue to occur with locals and knowledge holders throughout the evolution of the project.

6.2 Government Architect NSW

The Government Architect NSW has advised that attendance at the State Design Review Panel is not required for this SSDA.

6.3 Other Agencies and Stakeholders

Consultation is anticipated with the following government and industry stakeholders (as well as the local community):

- Local Community including:
 - Local Schools,
 - Immediate and wider neighbours, and
 - Community Action Groups and Residents' Associations
- Government agencies, including:
 - Department of Planning, Housing and Infrastructure,
 - Western Sydney Airport Corporation
 - Liverpool Council and elected officials;
 - Transport for NSW & Sydney Trains,
 - NSW Police,
 - Environment, Energy and Science Group;
 - NSW Fire and Rescue, and
 - Service providers such as Ausgrid and Sydney Water.
- Local Aboriginal Community, including
 - Registered Aboriginal Parties,
 - Metropolitan Local Aboriginal Land Council,
 - Knowledge Holders and Elders
- Media and Interest Groups.

The formal public exhibition process which the proposal will be subjected to will provide further opportunity for agencies and members of the public to provide comment and submissions on the project.

6.4 Proposed Community Consultation Actions

Engagement will and has been undertaken to inform the preparation of the EIS and on an ongoing basis throughout the life of the project, and details of how issues raised have been responded to will be documented in the Consultation Outcomes Report, which will accompany the EIS.

The Proponent will continue to engage with community stakeholders following the determination of the SSDA to provide information and seek feedback on the design process and project delivery phases. The Outcomes Report will also include details of strategies to monitor, review and adapt engagement methodologies over the course of the project. This engagement will be complementary to and independent of Department-led consultation during their assessment of the DA.

The engagement techniques adopted during the preparation of the EIS may include letterbox drops, agency and stakeholder briefings and the maintenance of a project email and phone number.

7.0 Proposed Assessment of Impacts

This section provides an overview of the key matters requiring and not requiring further assessment in the EIS and the proposed approach to assessing each of these matters. The purpose of considering these factors at this stage is to inform the preparation of the SEARs which will guide the preparation of the EIS.

The following sections should be read in conjunction with the Summary Table provided at **Appendix A**.

7.1 Matters Requiring Further Assessment in EIS

The following items provide a high-level overview of the relevant matters and impacts which will be addressed in detail within the EIS. It outlines the matters and impacts of particular concern to the community and other stakeholders and will be supplemented in the detailed report to be submitted to DPHI.

7.1.1 Urban Design and Residential Amenity

The EIS will include a design report and ADG assessment that outlines how the proposal will deliver an exemplary built form outcome that responds to the Site, the public domain, and its surroundings in a manner that ensures high quality residential amenity for future occupants.

The potential off-site impacts of the proposal resulting from the built form will be comprehensively considered and assessed in detail in the EIS.

7.1.2 Affordable Housing

The project proposes to provide a 10% affordable housing contribution. The specific allocation of apartments designated for affordable housing, the period of which the affordable housing will be provided for, and the related management measures is subject to ongoing design development and engagement with potential future operators (Community Housing Providers (CHPs)).

7.1.3 Dedication of Open Space

The proposed development seeks to deliver approximately 7,000m² of publicly accessible open space. It is intended that this portion of space is dedicated to Council who will be the overall landowner and manager of the open space network within the LTC. This dedication of land will form part of the public benefit offer and is sought to be arranged via a Planning Agreement. Further details of this Planning Agreement will be provided in the SSDA and through additional consultation with Council.

7.1.4 Transport and Accessibility

The proposed development will be required to consider the relationship between the proposed development, existing movement network and proposed movement network as well as the surrounding transport infrastructure. Specifically, the capacity of the regional and local roads, and public transport to safely accommodate the new development will be considered.

Section 3.3 of the Draft Leppington Town Centre Development Control Plan relates to Road Hierarchy and Circulation and provides an includes a Street Typology Map which nominates the function and size of each street. The vision for the site has been refined further since the exhibition of the Draft Leppington Town Centre Development Control Plan. This includes further consultation with the neighbour to the east in which they were acceptable towards the movement of the road on the eastern portion of their site towards the western portion of their site. This has led to the creation of the new 16m local street shared between the site and the eastern neighbour. This street will be used for vehicle access into the building (subject to further investigation).

Further changes to the street network include the reallocation of the 16m local streets around the proposed buildings and the 18.4m Perimeter Street to the west into 12m Pedestrian Priority Streets. The Pedestrian Priority Streets aims to promote pedestrian movement and will only permit vehicle access for emergency vehicles. This street typology will support greater active transport movement by eliminating a car dominant atmosphere and will promote pedestrian movement along the riparian corridor. It is considered that the proposed movement network results in an improved outcome. Section 3.3 and 1.4 of the Draft Leppington Town Centre Development Control Plan permits a variation to the Street Typology Map and indicative Layout Map. The future SSD will demonstrate why the variation is appropriate in the merits of the case.

As the site may be the first to be redeveloped within the surrounding area, further consideration will be made to temporary and interim arrangements which can be applied until the surrounding land is redevelopment and permanent roads are delivered.

An Initial Transport Assessment is provided in **Appendix D** and supports the realignment of the road network from the Indicative Layout Plan. The Initial Transport Assessment also provides a review of the Guide to Transport Impact Assessment 2024 for trip generation. The childcare use is largely expected to be used by families who live nearby or who would pick-up / drop-off their children to and from their way to work and therefore the that trip would already be on the network (a linked trip). Further consideration of trip generation, surrounding intersections performance, temporary arrangements and parking requirements in the Environmental Impact Assessment.

The EIS will be informed by a Transport Management and Access Plan, as well as a Transport Impact Assessment, which will be carried out to demonstrate both construction and operational traffic on the existing and future road network, as well as the functionality of the new roads in the context of the site and the surrounding development.

7.1.5 Noise and Vibration

A Noise and Vibration Assessment will be undertaken to assess the main noise and vibration generating sources during construction and their impacts upon any sensitive noise receivers, particularly adjacent low density residential receivers.

7.1.6 Water, Stormwater, and Groundwater Management

The proposed development will need to consider how drainage and stormwater management will be effectively provisioned across the site with increased density. Specifically, an integrated water management plan will be prepared as part of the EIS to demonstrate how the development meets council's drainage requirements and proposed stormwater treatments for the site.

The proposed development will be required to consider the relationship between soil/riparian lands and the impacts resulting from development. The EIS will include a Groundwater Impact Assessment in accordance with relevant Groundwater Guidelines.

7.1.7 Environmental Amenity

Due to the proposed developments height and scale, considerations will need to be made for impacts to the surrounding environment and access to amenity on the surrounding locality. The proposed development mustn't have adverse impacts on environmental amenity for surrounding residential and other sensitive land uses in the form of wind, solar, lighting, and reflectivity impacts.

7.1.8 Flooding

An initial Flood Impact Assessment has been prepared by SCG and is provided in **Appendix F**. The initial assessment is based on a TUFLOW model received from Council. Under this model, the proposed buildings are located outside the 1% AEP flood event. However, flood mapping under the Leppington Town Centre 2023 Planning Proposal suggests that part of the buildings will be affected by the PMF (refer to **Figure 13** below).

The proposed development has been designed to adopt finish floor level to the Flood Planning Level (FPL) which equals the 1% AEP flood level plus 500mm freeboard. Additionally, the nature of flooding is considered to be similar to a flash flood and excavation is not recommended in extreme flood events.

Flooding will further be considered with the preparation of a detailed Flood Impact Assessment within the SSDA.

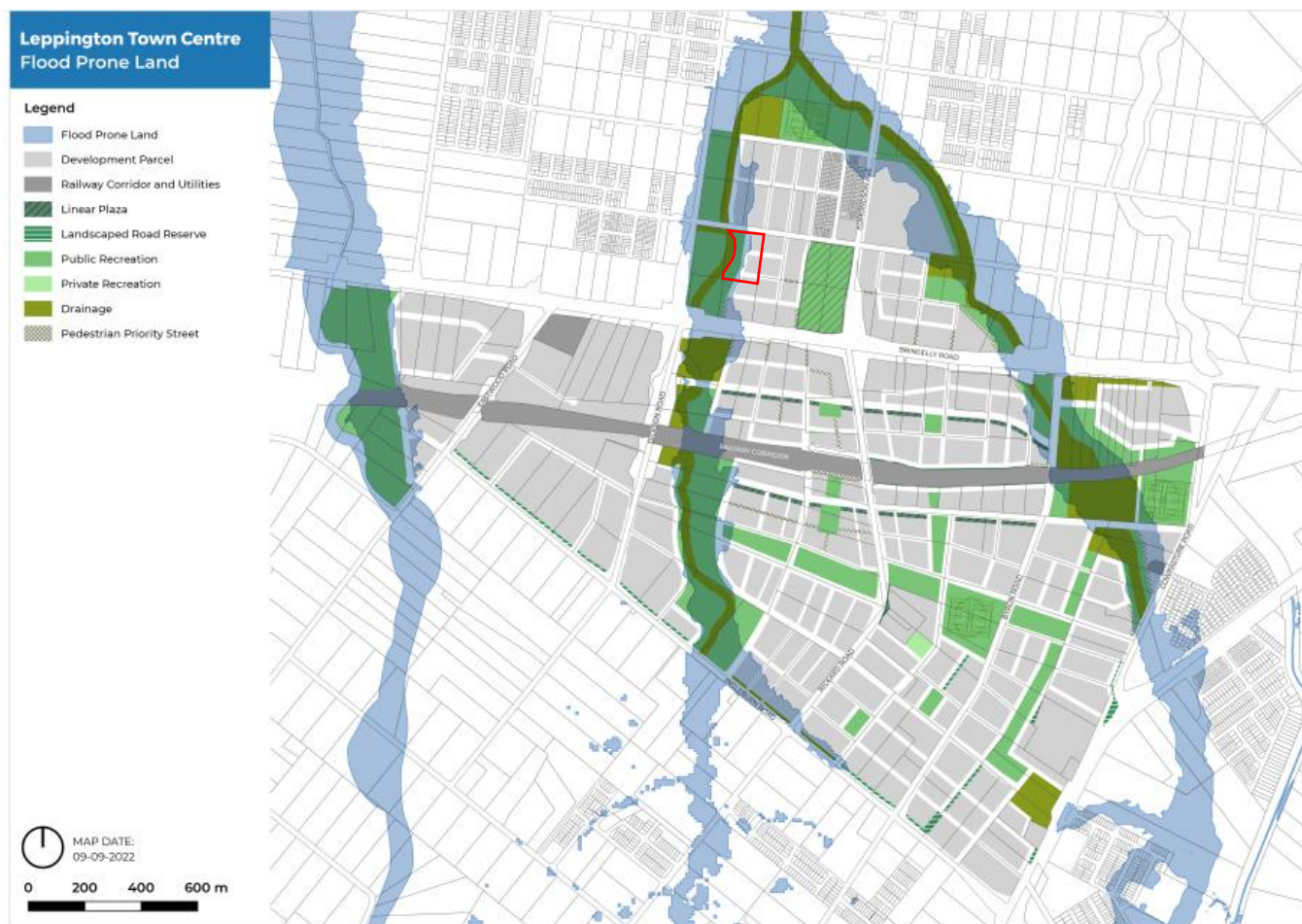


Figure 13 Leppington Town Centre Flood Prone Land

Source: Draft Leppington Town Centre Development Control Plan

7.1.9 Other Matters

The following matters will be addressed by project-specific SEARs requirements:

Table 7 Matters considered to be addressed within SEARs

Matter	Assessment	Anticipated Deliverable/s
Trees and Landscaping	The development will require the removal of some existing trees and a large amount of vegetation in the form of shrubs and grasses.	- Landscape Plan - Arboricultural Impact Assessment
Riparian Corridor	The site is within proximity to a riparian corridor. A Riparian Assessment is needed to demonstrate the suitability of the design.	- Riparian Assessment - Vegetation Management Plan
Flood Risk	The site is mapped as a flood planning area under the Parkland City SEPP. As such, any new development on the site must provide an assessment of the potential impacts of flooding events on the development.	Flood Impact Assessment
Contamination	In accordance with Chapter 4 of the State Environmental Planning Policy (Resilience and Hazards) 2021, the proposed site must demonstrate it is suitable for the development by assessing and quantifying any soil and groundwater contamination.	Preliminary Site Investigation Report
Waste Management	Throughout the site's construction and operation, waste will be produced that will require appropriate measures to be managed, reused, and disposed of.	Waste Management Plan

Matter	Assessment	Anticipated Deliverable/s
Community	The development will result in social impacts from the delivery of a mixed-use development including residential uses, and therefore must deliver a clear and consistent approach to the social impacts that may result from the project.	• Social Impact Assessment
Design Excellence	The project is committed to achieving design excellence. No design excellence clauses are identified in the SEPP and the Government Architect has waived the requirements for the State Design Review Panel for this project.	• N/A
Visual Impact	The development will result in new built form located within the Leppington Town Centre Precinct. The Town Centre is expected to undertake significant growth. The proposed development must analyse the proposed development from key viewpoints.	• Visual Impact Analysis
Bushfire	PP-2023-296 identifies the site as being within the vegetation buffer of bushfire prone land. The proposed development will consider the Planning for Bushfire Protection 2019	• Bushfire Assessment
Indigenous and Non-Indigenous Heritage	PP-2023-296 identified that there was low archaeological sensitivity around the Leppington Station. Archaeological potential on the site will be further investigated. The site is within proximity to a local heritage item. The impacts on these items will be further considered.	• ACHAR • Archaeological Assessment • Statement of Heritage Impacts
Acoustic	The site is within proximity to the South West Rail Link extension and Train Stabling Facility. The impact of surrounding development on sensitive uses will be further considered.	• Acoustic Impact Assessment
Commercial and Employment Potential	The proposed development will contribute towards ongoing commercial employment through the commercial tenancies and child-care centre. Additionally, the development will create employment opportunities throughout the construction phase.	• Economic Impact Assessment • QS Report

7.2 Matters not Requiring Further Assessment in the EIS

This section outlines the matters that are not relevant, do not require further assessment and site-specific considerations are considered necessary in the EIS. It is noted that the final deliverables will be confirmed pending the outcome of on-site investigations.

An assessment of the matters not requiring further assessment in the EIS is provided in **Table 8** below.

Table 8 *Matters not Requiring Further Assessment in the EIS*

Matter	Assessment	Anticipated Deliverable/s
Aviation	The development does not propose a helicopter land site (HLS) nor is it adjacent to an HLS.	N/A
Biodiversity	The site is subject to biodiversity certification under the State Environmental Planning Policy (Sydney Region Growth Centres) 2006. Section 8.4(2) of the Biodiversity Conservation Act 2016 (BC Act) states that an assessment of the likely impact on biodiversity of development (including SSD) on biodiversity certified land is not required for the purposes of Part 4 of the EP&A Act. Further, Section 8.4(3) of the BC Act states that the consent authority when determining a DA in relation to development on biodiversity certified land under Part 4 of the EP&A Act, is not required to take into consideration the likely impact on biodiversity of the development carried out on that land.	N/A

8.0 Conclusion

This Scoping Report has been prepared by Ethos Urban on behalf of 21 Derwent Road Pty Ltd in support of the proposed development of 21 Derwent Road Pty Ltd located on land at 184-186 Fifth Avenue, Austral. It seeks to inform the DPHI to enable the preparation of project-specific SEARs to enable the preparation of an EIS and Rezoning Report that will accompany a SSDA. It has outlined preliminary information regarding project including the site, the proposed development, the relevant strategic and statutory context and planned stakeholder engagement. The scoping of the proposed assessment of impacts within the EIS for the proposed development will enable DPHI with input from other government agencies to prepare and issue project-specific SEARs for project.