


# SCOPING REPORT

297 BRINGELLY ROAD, LEPPINGTON NSW 2179

A MOURCHED & MOURCHED PTY LTD
JUN 2025

tony owen ptnrs

# SCOPING REPORT

**SITE: 297 BRINGELLY ROAD, LEPPINGTON**
**A MOURCHED & G MOURCHED PTY LTD**

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Prepared by: TL
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# 1.0 INTRODUCTION

This SDRP design report has been prepared by Tony Owen Architect on behalf of to A Mourched & G Mourched Pty Ltd describe the proposed 297 Bringelly Rd, Leppington located in the core of Leppington CBD, a growth centre precinct in the Western Parkland City[1].

1. Chapter 3, Part 3.1 Section 3.5 of the State Environmental Planning Policy (Precincts—Western Parkland City) 2021

# 1.1 STRATEGIC CONTEXT

Leppington Town Centre is 440 hectares, is located 40km southwest of Sydney Central Business District (CBD) and spans parts of Camden and Liverpool Local Government Areas (LGAs). The planned Leppington Town Centre is located within the South West Growth Area (SWGA) and the Western City District. Leppington Town Centre has been identified as a Strategic Centre.

In 2018, Transport for NSW (TfNSW) completed the widening of Bringelly Road, increasing the number of lanes from 2 to 6, through Leppington Town Centre. Bringelly Road transects the North of the site, along the Camden and Liverpool LGA boundary and provides connections to Liverpool and the Western Sydney Airport (WSA). To the East, Cowpasture Road and Camden Valley Way provide connections from Bringelly Road to Narellan and Campbelltown. To the South, Ingleburn Road separates Leppington Town Centre from Leppington release area stages 1-5.

Leppington Train Station, which opened in 2015, is located in the town centre. The existing rail connects east to Liverpool and Parramatta and Sydney CBDs, with future proposed rail links west to the WSA and Aerotropolis. Leppington station is heavily utilised with most users living outside of Leppington.

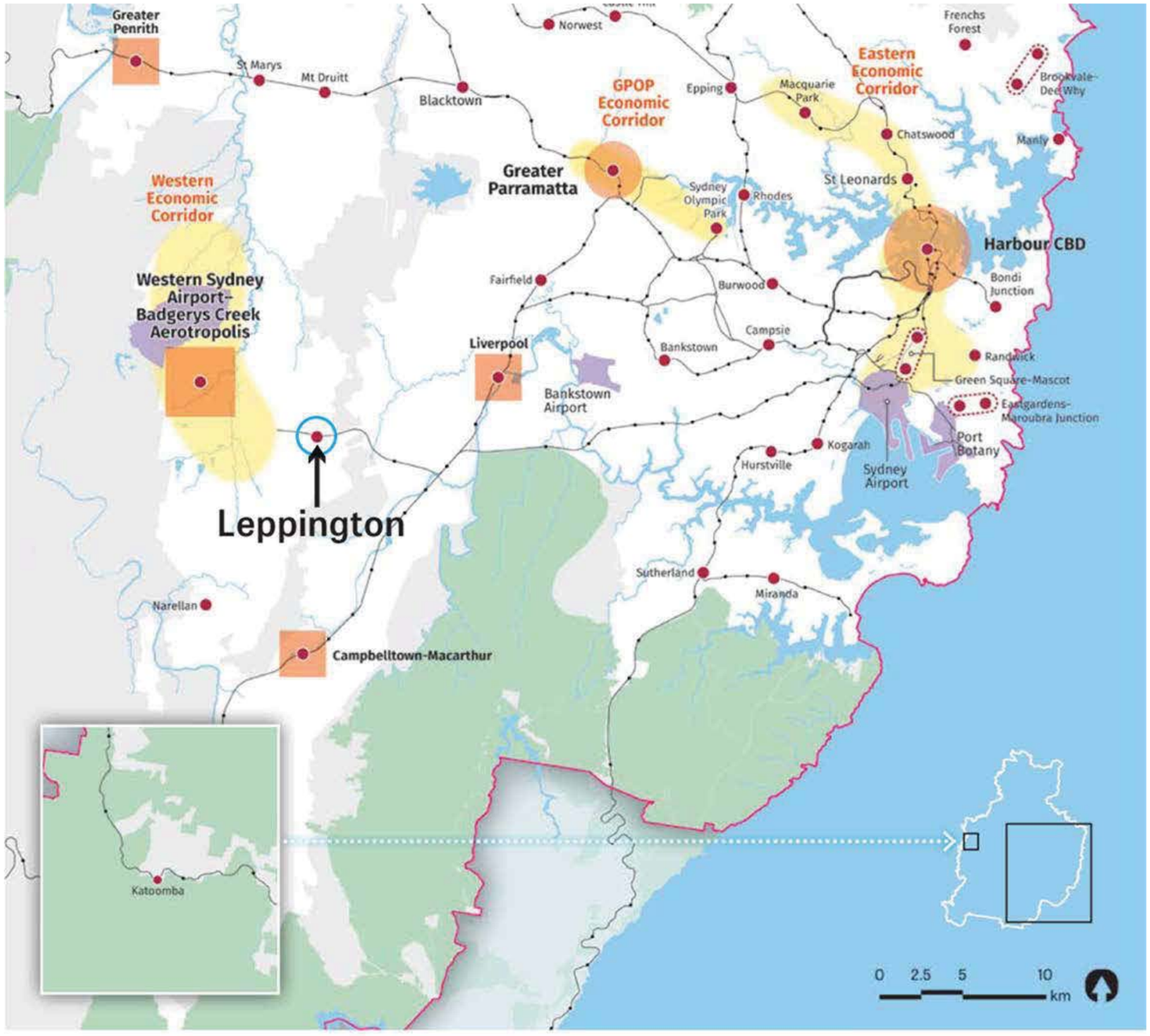
On 30 June 2020, the NSW State Government confirmed the corridor for the South West Rail Line with Connectivity to WSA and Aerotropolis. This announcement reserves lands for the rail corridor that will connect Leppington with the WSA and Aerotropolis to the existing rail network.

The NSW Government, in partnership with TfNSW and Camden Council, recently completed a 1,000-space commuter car park at Leppington to support the needs the rail network passengers and commuters who previously had to park their vehicles up to 1km away from the station.

In October 2023 Camden Council along with Liverpool Council submitted a Planning Proposal which was subsequently granted Gateway. It was put on advertising which was completed in February 2024. In October 2023, Camden Council also advertised the Draft DCP.

In 2024 the DoP took carriage of approvel of the planning proposal to be finalised later this year. This DA has been prepared based on the Planning Proposal controls.

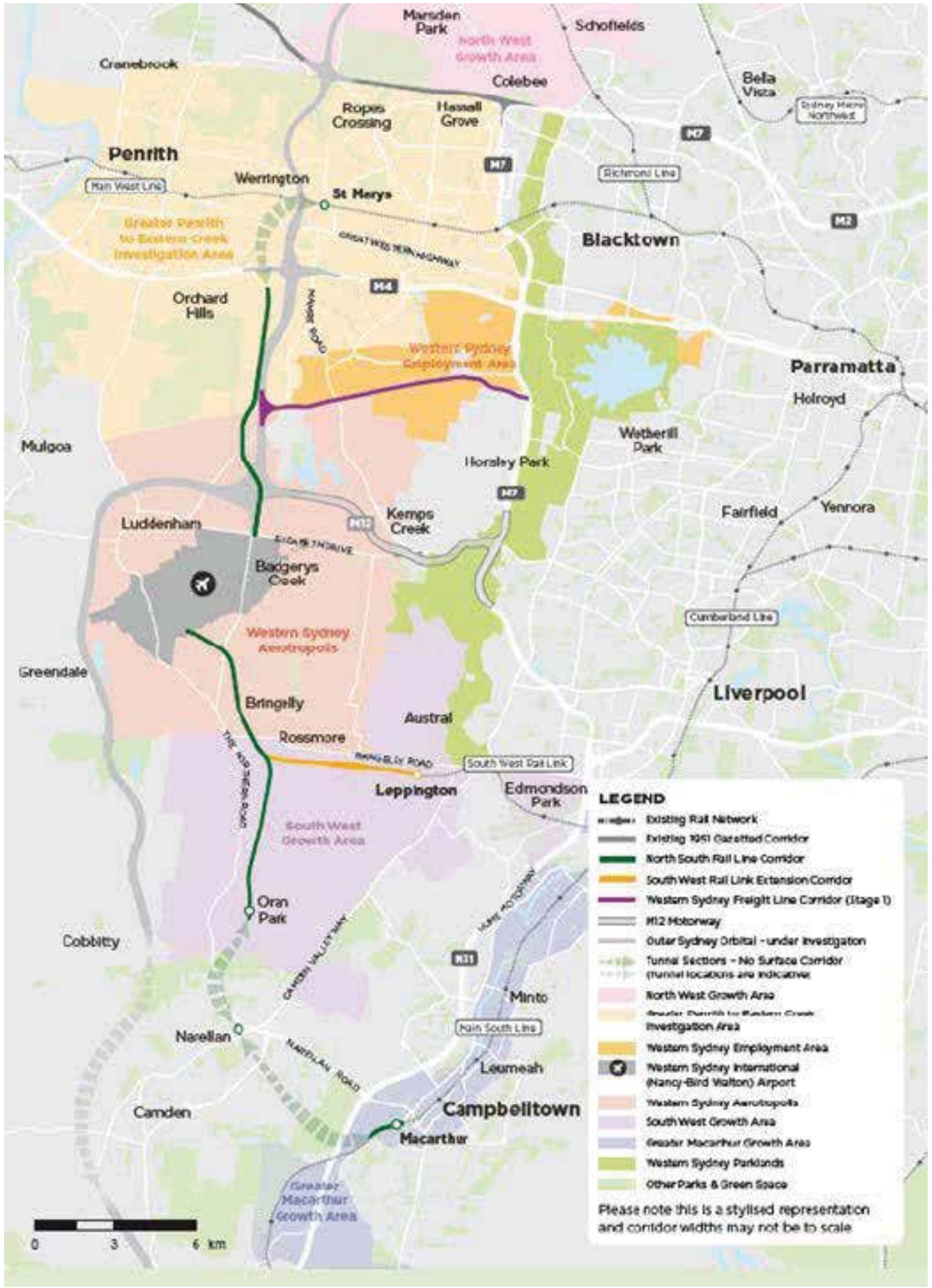
In 2025 the Housing Delivery Authority selected this site as suitable for a State Significant development under the HDA process.



# 1.2 STRATEGIC IMPORTANCE

The outcomes envisioned for the Leppington Town Centre, the new strategic centre enabled by this planning proposal, are summarised as follows:

- Over 10,500 new homes over the next 20 years and capacity for more than 30,000 homes in the longer term
- Over 150,000m2 of gross leasable retail floorspace including regional retail anchors and major cultural and entertainment space by 2041
- Over 280,000m2 of commercial, health, education and industrial enterprise employment floor space by 2041
- Over 11,000 jobs and services for people living in the centre and surrounding District growth area between the Western Sydney Parklands and the Aerotropolis
- New public open spaces including town squares north and south of the rail station, green corridors and local parks
- New urban streets and public domain, ranging from town centre streets to local streets, privately maintained plazas, pedestrian laneways and through site links
- A new high school, new selective high school, new primary school, and expansion of Leppington Primary School Mixed-use development with retail and commercial office space concentrated in the centre core
- An urban centre environment with high rise buildings ranging between 12 and 28 STOREYSs in the centre core, and scaling down to mid-rise and low-rise in the frame area fringe
- A highly sustainable and heat-resilient urban environment with a diversity of housing size and affordability



# 1.3 STATUTORY FRAMEWORK

**Statutory Framework**

**Planning Proposal – October 2023**

In October 2023 a Planning Proposal was submitted by Liverpool and Camden Councils for the Leppington Town Centre, and was subsequently advertised. This proposal establishes controls for the site in terms of densities, heights, setbacks and the road network. The Plan states:

The Planning Proposal supports the intent for Leppington Town Centre to become a new strategic centre within the Western Parkland City; to complement the role of the Aerotropolis and grow into a regionally significant transit-oriented centre providing the major civic, cultural, recreational, retail and business service functions for the area. It will enable achievement of the vision for Leppington to be active and people focussed, a green urban centre, convenient and connected, a well-designed built environment, to be complementary to its natural environment.

The proposed planning approach is reflective of contemporary market preferences toward urbanised centres and is expected to deliver more employment floor space and jobs in Leppington Town Centre over the next 20 years than the previous business park model approach.

The objective is to introduce new planning provisions for the Leppington Town Centre, including land zoning, principal development standards and local provisions, to facilitate the development of the Strategic Centre for a mixture of employment, residential, commercial, recreation, medical, education, community and other services for the district. The objectives include:

- to facilitate 11,000 jobs and 10,500 dwellings over the next 20 years that more accurately reflect Leppington Town Centres role as a strategic centre for living and services in proximity to the WSA and Aerotropolis, consistent

**Draft DCP - September 2023**

In September 2022 the Draft DCP was exhibited by NSW Department of Planning for the Leppington Town Centre, and was subsequently advertised. The DCP establishes the proposed future character of the area and sets out the controls which determine the built fabric. This includes:

- General Public Domain Controls
- Indicative Layout Plan
- Road Hierarchy and street designs
- Street interface controls
- Building forms; envelopes and setbacks
- Sun access for public domain

The DCP forms the basis for this study in determining options for the built environment of the subject site

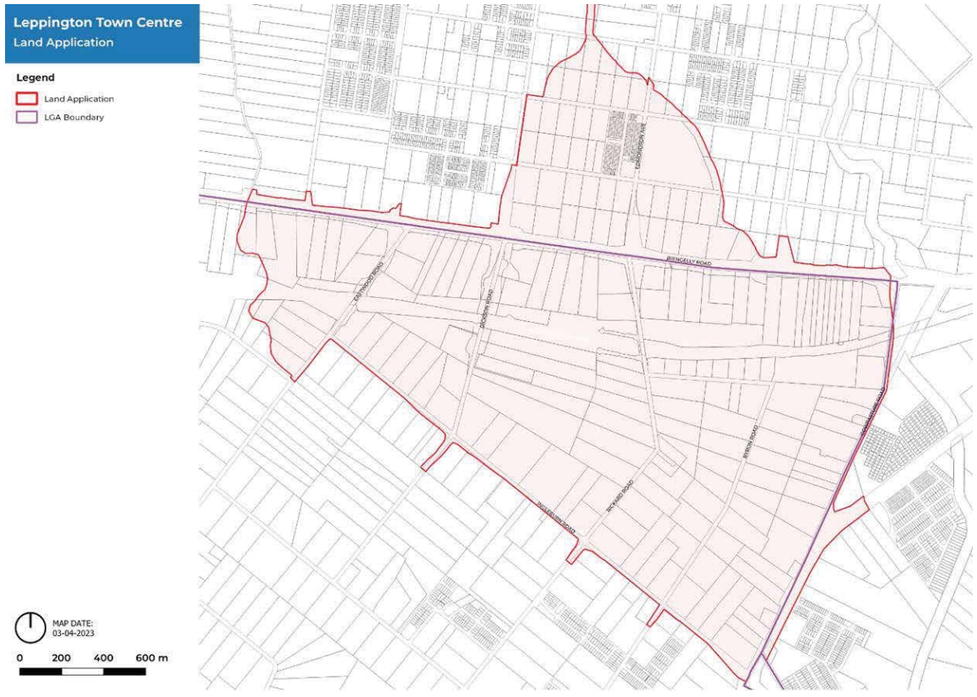
**State Environmental Planning Policy Amendment (Housing) 2023**

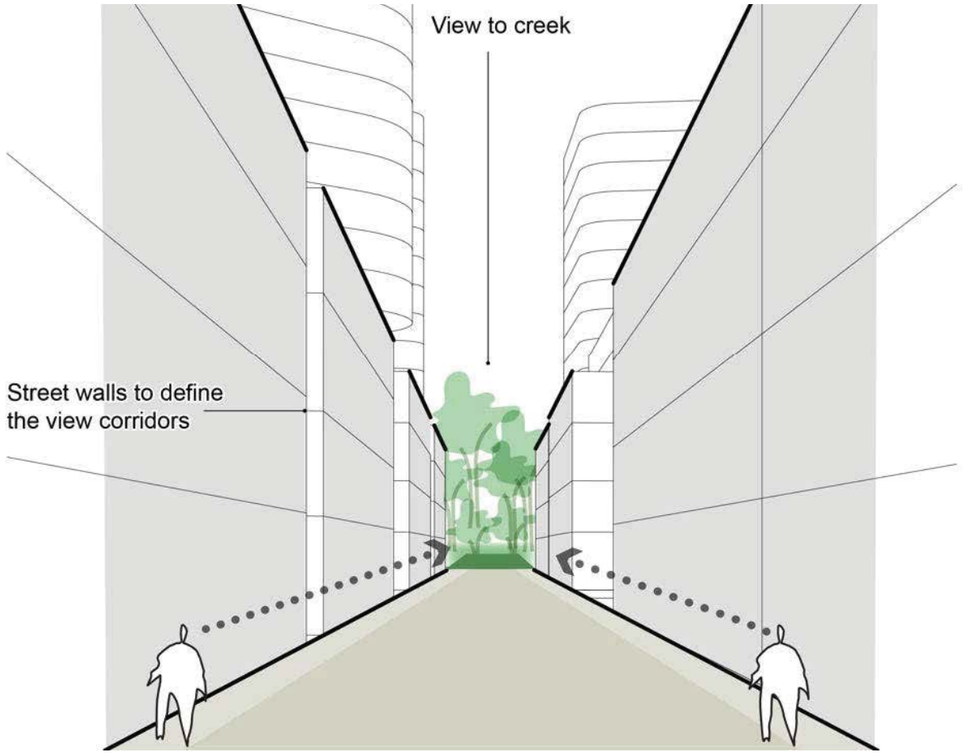
In December 2023 the State Environmental Planning Policy Amendment (Housing)
2023 was amended to allow a bonus for the provision of affordable housing. This bonus applies to the subject site. The changes allow for an additional 30% HOB and FSR for selected sites. Some of the criteria include:

- Location within 800m of train station or transport
- Exceeds $75m il in construction costs

This site, located next to the station meets the criteria of this provision. Accordingly, the additional height and floor space is proposed to be applied to the site.

This HDA submission does not utilise the affordable housing bonus scheme.



# 2.0 SITE ANALYSIS

## 2.1-1 SITE DESCRIPTION

The subject site is located on the north of leppington station and new council carpark and south of Bringelly Road. The site adjoins West of 307 Bringelly Road and East of 293 Bringelly Road. The site is within the outer core of the new Leppington Town Centre.

## 2.1-2 PHYSICAL CHARACTERISTICS

The subject site has an area of 23,154.10 sqm. This consists of a linear rectangular block adjoins the council carpark to the South. North portion of the site is occupied by a 250 kids-Childcare centre.

## 2.1-3 TOPOGRAPHY

The site is generally flat with gentle fall to the south west. The terrain is mostly covered with grass. The overall slope is moderate, with an average incline of less than 5%, making it suitable for residential development with minimal need for grading.






PROJECTS CURRENTLY UNDERTAKEN BY TONY OWEN PARTNERS

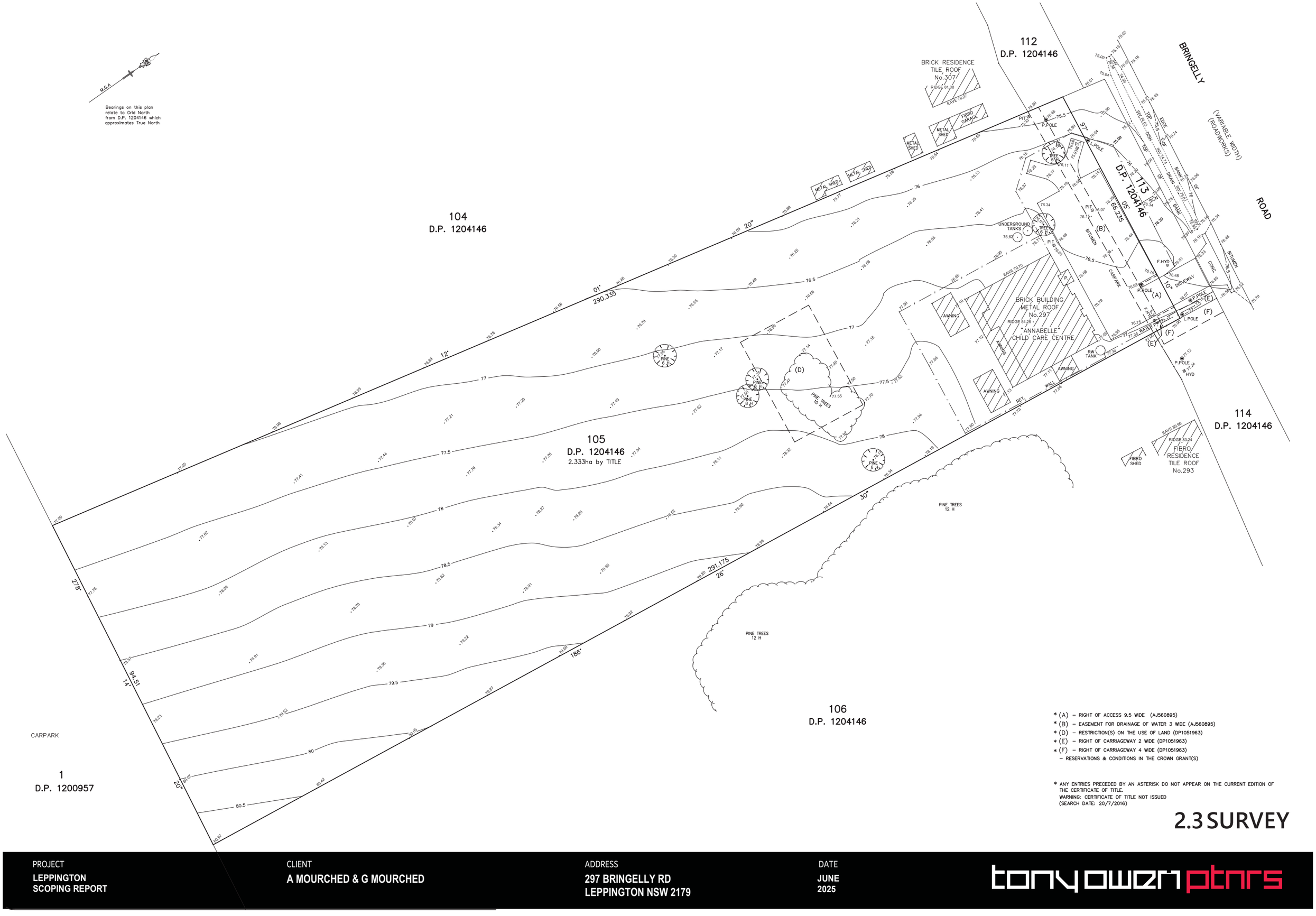
SUBJECT SITE

As the adjoining site at 307 Bringelly Road is also a DA by TOP, there are opportunities of synergies, provision of roads, view and solar sharing

# 2.2 BRINGELLY ROAD SUPERBLOCK

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

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* (A) – RIGHT OF ACCESS 9.5 WIDE (AJ560895)
* (B) – EASEMENT FOR DRAINAGE OF WATER 3 WIDE (AJ560895)
* (D) – RESTRICTION(S) ON THE USE OF LAND (DP1051963)
* (E) – RIGHT OF CARRIAGEWAY 2 WIDE (DP1051963)
* (F) – RIGHT OF CARRIAGEWAY 4 WIDE (DP1051963)
– RESERVATIONS & CONDITIONS IN THE CROWN GRANT(S)

* ANY ENTRIES PRECEDED BY AN ASTERISK DO NOT APPEAR ON THE CURRENT EDITION OF THE CERTIFICATE OF TITLE.
WARNING: CERTIFICATE OF TITLE NOT ISSUED
(SEARCH DATE: 20/7/2016)

# 2.3 SURVEY

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| **LEPPINGTON SCOPING REPORT** | **A MOURCHED & G MOURCHED** | **297 BRINGELLY RD LEPPINGTON NSW 2179** | **JUNE 2025** |

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# 2.4 CONTEXT & FUTURE CHARACTER

The site currently has a single-storey childcare center with a capacity of 250 children. To the west, at 307 Bringelly Road is a vacant grass field with an existing water dam to the south near the council carpark building. South of the subject site is council carpark.

Given that the southern area of the site and its surroundings are largely undeveloped, and considering the precinct is zoned for mixed-use with high-density residential developments under the proposed DCP, it is anticipated that the future character of the area will be defined by high-density development. This will likely include ground-floor retail and commercial spaces, in line with the guidelines outlined in the draft LEP/ DCP.



BRINGELLY ROAD LOOKING SOUTH




LOOKNG FROM COUNCIL CARPARK




BRINGELLY ROAD LOOKING EAST




BRINGELLY ROAD LOOKING WEST

# 2.5 LOCAL AMENITIES

The vision for Leppington Town Centre has changed. Over the next 20 years, the strategic centre planned around Leppington rail station will grow into a regionally significant transit-oriented centre providing the major civic, cultural, recreational, retail and business service functions for the South West Growth Area.

**Open space**

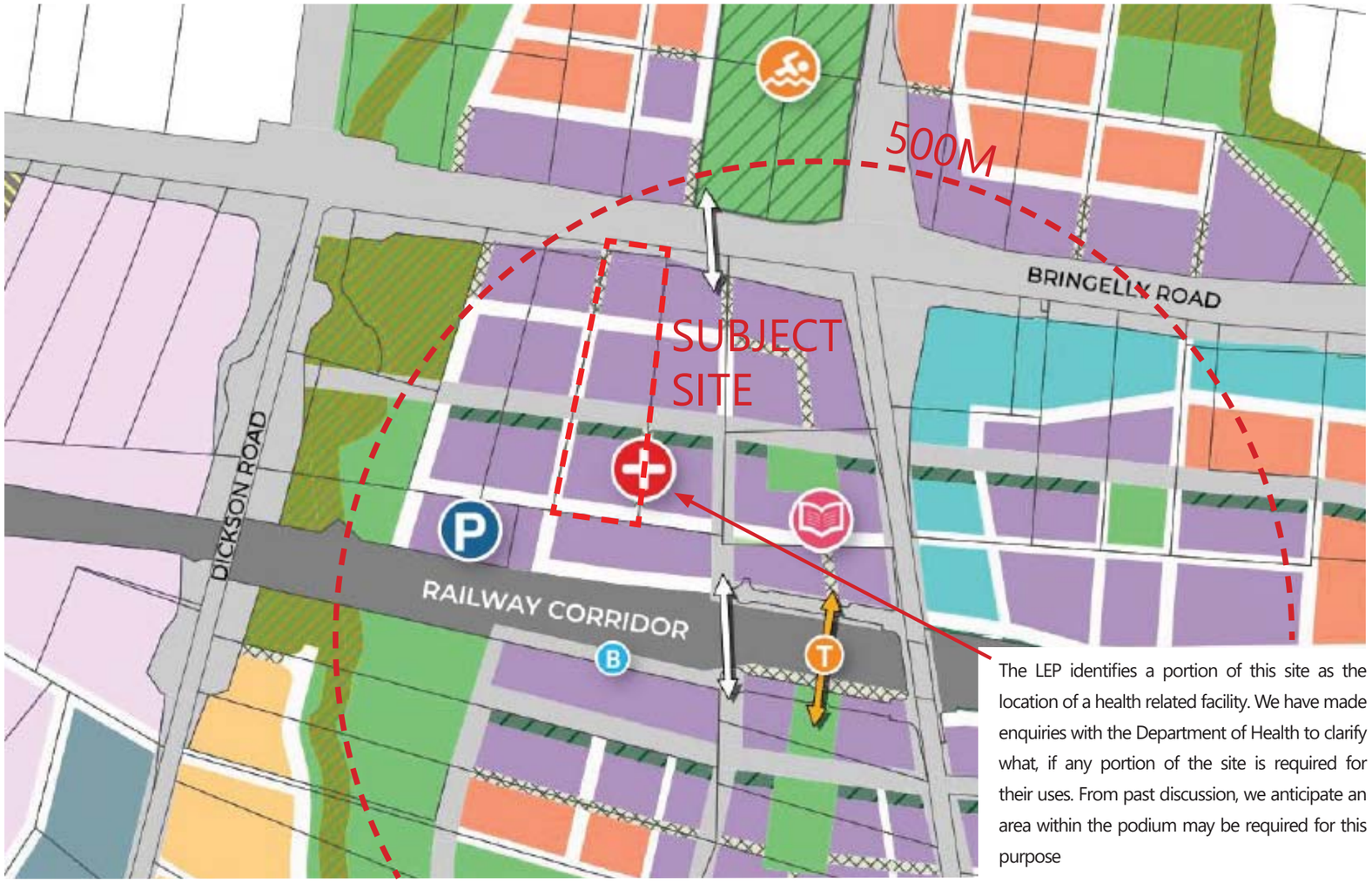
- Designated open space should be well connected and accessible.
- Equitable distribution of public open space.
- Provide amenities for community benefit including sporting facilities, walking tracks and public swimming pools.
- Connect to existing space.
- Offer public amenities within designated open public space.
- Parking amenities to provide opportunities to enhance usability and align within community needs.
- Elements of public artwork that engage with the heritage of Leppington and Indigenous ties.
- Provide increased canopy cover along the public streets.

**Movement**

- The movement networks should be well connected to support the town centre and neighbourhood catchment
- Provide coherence between public spaces and the urban environment.
- Increase the ability to walk and cycle to local services, retail and public space.
- Retail and commercial Integrate alfresco dining opportunities to provide spaces for public to enjoy.
- Wide Shared Streets.
- Integrate within new residential infrastructure.
- Infrastructure height restrictions should be appropriately discussed to ensure local character is not diminished.

**Education**

- Education facilities were suggested particularly during engagement with schools.
- New high schools and tertiary education were highlighted during engagement.
- A traditional indigenous learning space was also highlighted as a gap in educational provision.




The LEP identifies a portion of this site as the location of a health related facility. We have made enquiries with the Department of Health to clarify what, if any portion of the site is required for their uses. From past discussion, we anticipate an area within the podium may be required for this purpose

# 2.6 SITE SIGNIFICANCE

The subject site is located directly north of the station and station car park and sits within the outer core of the master plan. It is bisected by the main east/west pedestrian plaza. Given its size and location, the site is ideal for providing a residential, commercial and retail centre for the precinct. Given this location, it is more likely to be developed earlier, as the provision, on site of amenities will make it viable sooner. Accordingly, the development of the whole area is dependent on the timely development of such early central sites.

- Commuter Car Park
- Community Centre
- Train Station
- Bus Interchange (NB: location subject to review)
- Health Hub
- SUBJECT SITE
- Public Recreation
- Drainage and Riparian
- Commercial
- Town Centre Street
- Pedestrian Priority Street
- Mixed Use

# 3.0 PLANNING CONTROLS
# LEPPINGTON TOWN CENTRE PLANNING PROPOSAL

## Draft - October 2023

(3.1 - 3.5)

**This submission is based on the controls and objectives setout in the LEP as outlined below.**

In October 2023 a Planning Proposal was submitted by Liverpool and Camden Councils for the Leppington Town Centre, and was subsequently advertised. This proposal establishes controls for the site in terms of densities, heights, setbacks and the road network. The Plan states:

The Planning Proposal supports the intent for Leppington Town Centre to become a new strategic centre within the Western Parkland City; to complement the role of the Aerotropolis and grow into a regionally significant transit-oriented centre providing the major civic, cultural, recreational, retail and business service functions for the area. It will enable achievement of the vision for Leppington to be active and people focussed, a green urban centre, convenient and connected, a well-designed built environment, to be complementary to its natural environment.

In 2025, this site was recommended as a site for an SSD under the HDA process.

The proposed planning approach is reflective of contemporary market preferences toward urbanised centres and is expected to deliver more employment floor space and jobs in Leppington Town Centre over the next 20 years than the previous business park model approach.

The objective is to introduce new planning provisions for the Leppington Town Centre, including land zoning, principal development standards and local provisions, to facilitate the development of the Strategic Centre for a mixture of employment, residential, commercial, recreation, medical, education, community and other services for the district. The objectives include:

- to facilitate 11,000 jobs and 10,500 dwellings over the next 20 years that more accurately reflect Leppington Town Centres role as a strategic centre for living and services in proximity to the WSA and Aerotropolis, consistent

In particular the MP establishes a series of controls which direct and determine the development of the subject site. These controls include the following:

<u>Road Network</u>

The MP outlines the proposed road structure and hierarchy for the precinct. The network is similar to that proposed in previous iterations. This establishes the access roads, local roads and connections to existing and proposed highways. The plan has been generally prepared according to sound urban design principles. In this submission the applicant has adopted this structure as it facilitates the orderly access to the site/s allowing for orderly development and connectivity to the broader precinct.

<u>Public Space Network</u>

The MP establishes a structure of public plazas and pedestrian streets. The MP has adopted these planning constraints as they are based on good urban principles and underscore the importance of the site. We are committed to realising these amenities.

<u>Community Facilities</u>

The MP indicates a linear plaza bisecting the site from east to west. In our design we have adopted this plaza as it activates the podium and underlines the importance of the site within the central core of the precinct.

<u>Zoning and Land Use</u>

The MP sets out the land uses across the site. The subject site is zoned for mixed use. This allows provision of residential, retail and commercial uses. This plan has been prepared in accordance with these controls and seeks to maximise the potential and objectives of this land use.

<u>Building Height</u>

The MP establishes the HOB controls for the site. This plan has been prepared in accordance with these controls with the addition of the bonus height based on the provision of affordable housing.

<u>Floor Space</u>

The MP establishes the Floor Space controls for the site.
The floor space is based on the LEP controls. This has been varied to reflect a modest increase under the HDA process

## Leppington Town Centre
## Indicative Layout Plan

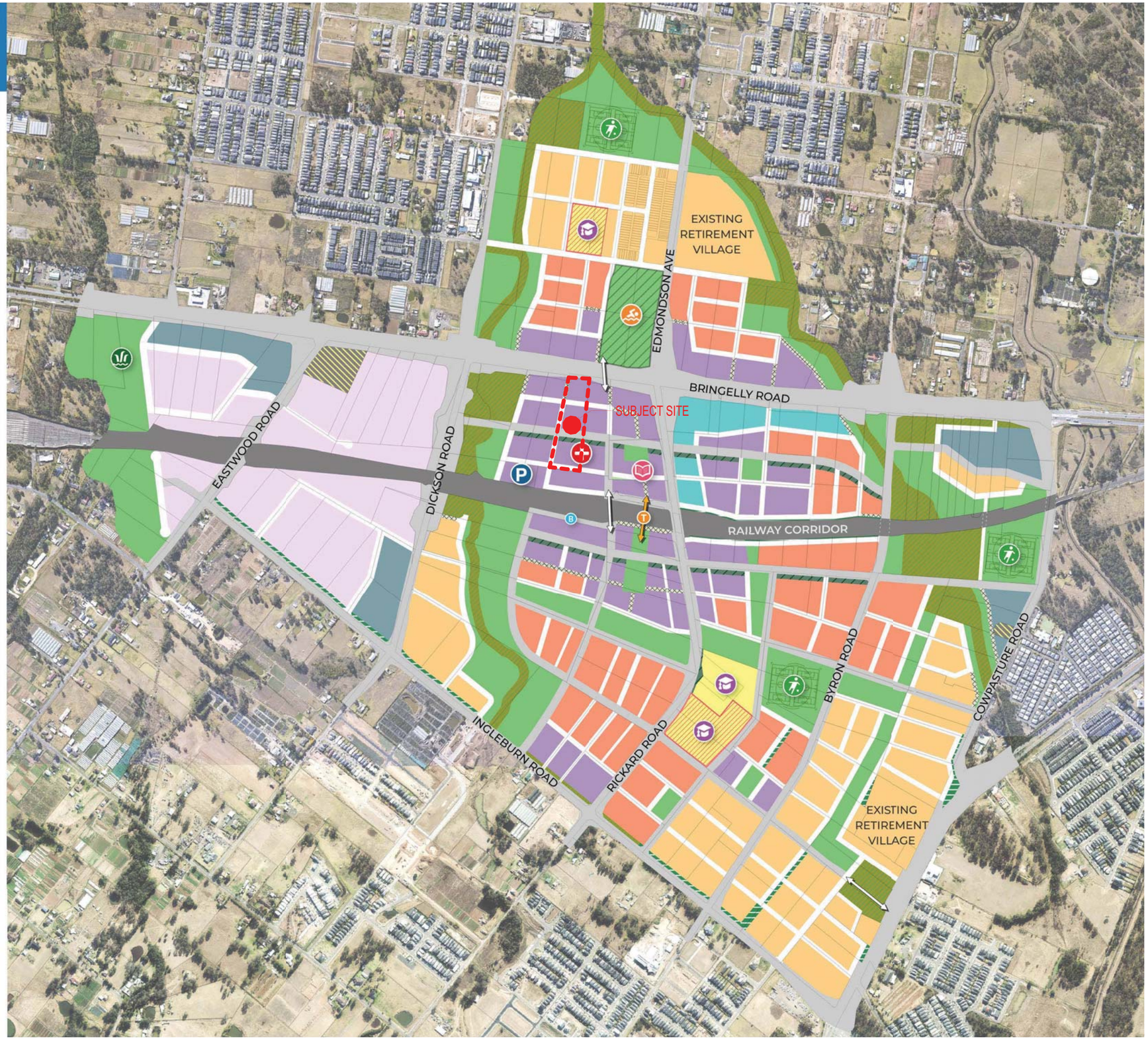
**Legend**

- Commercial
- Mixed Use
- Business Development
- Light Industrial
- Medium Density Residential
- High Density Residential
- Railway Corridor
- Public Recreation
- School
- Future School
- Drainage and Riparian
- Utilities Infrastructure
- Landscaped Road Reserve
- Linear Plaza
- Town Centre Street
- Local Street
- Pedestrian Priority Street
- Recreation Facility
- Education
- Playing Field
- Health Hub
- Nature Reserve
- Commuter Car Park
- Community Centre
- Train Station
- Bus Interchange
  (NB: location subject to review)
- Primary Active Link
- Proposed Active Link

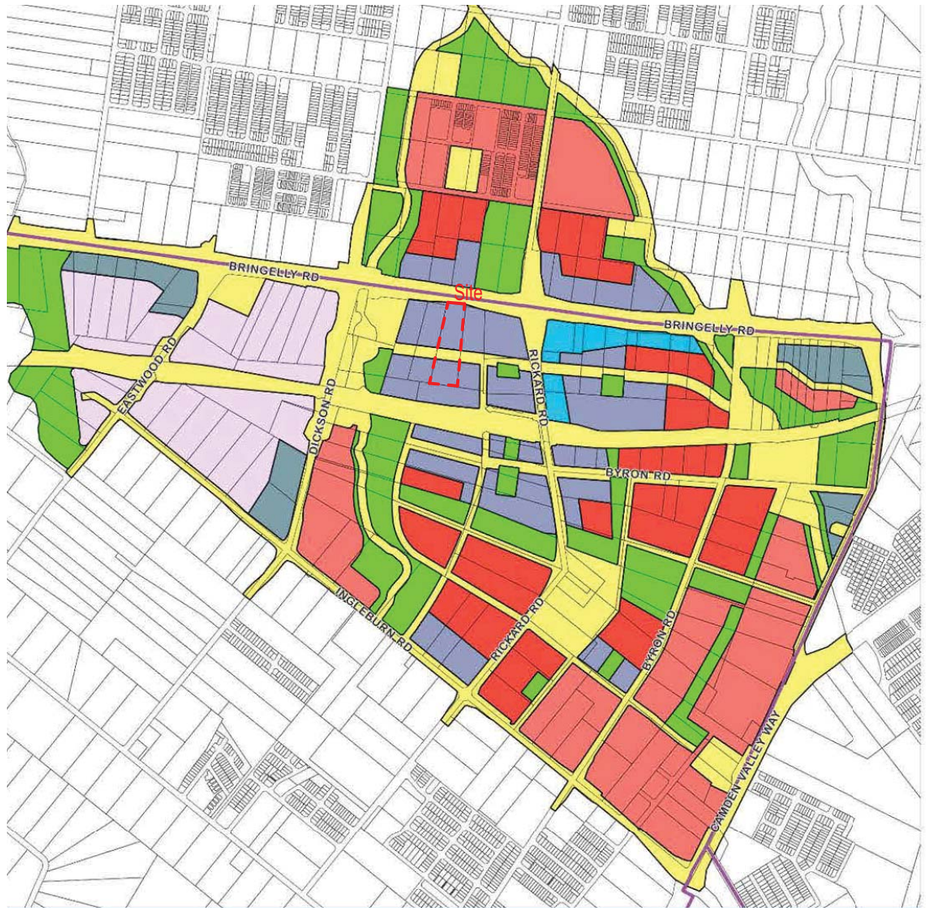
MAP DATE:
27-09-2023

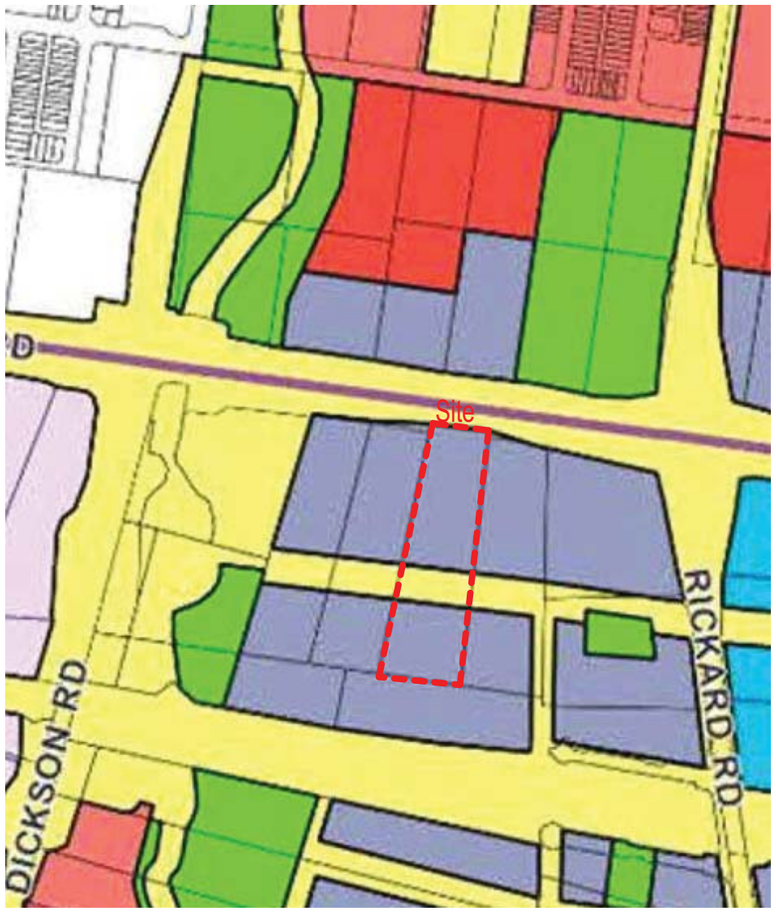
SUBJECT SITE

0 200 400 600 m




# 3.1 LEPPINGTON TOWN CENTRE PLANNING PROPOSAL INDICATIVE PLAN




LGA Boundary

Land Zoning

- B3 - Commercial Core
- B4 - Mixed Use
- B5 - Business Development
- IN2 - Light Industrial
- R3 - Medium Density Residential
- R4 - High Density Residential
- RE1 - Public Recreation
- SP2 - Infrastructure

MAP DATE: 16-10-2023

0 200 400 600 m

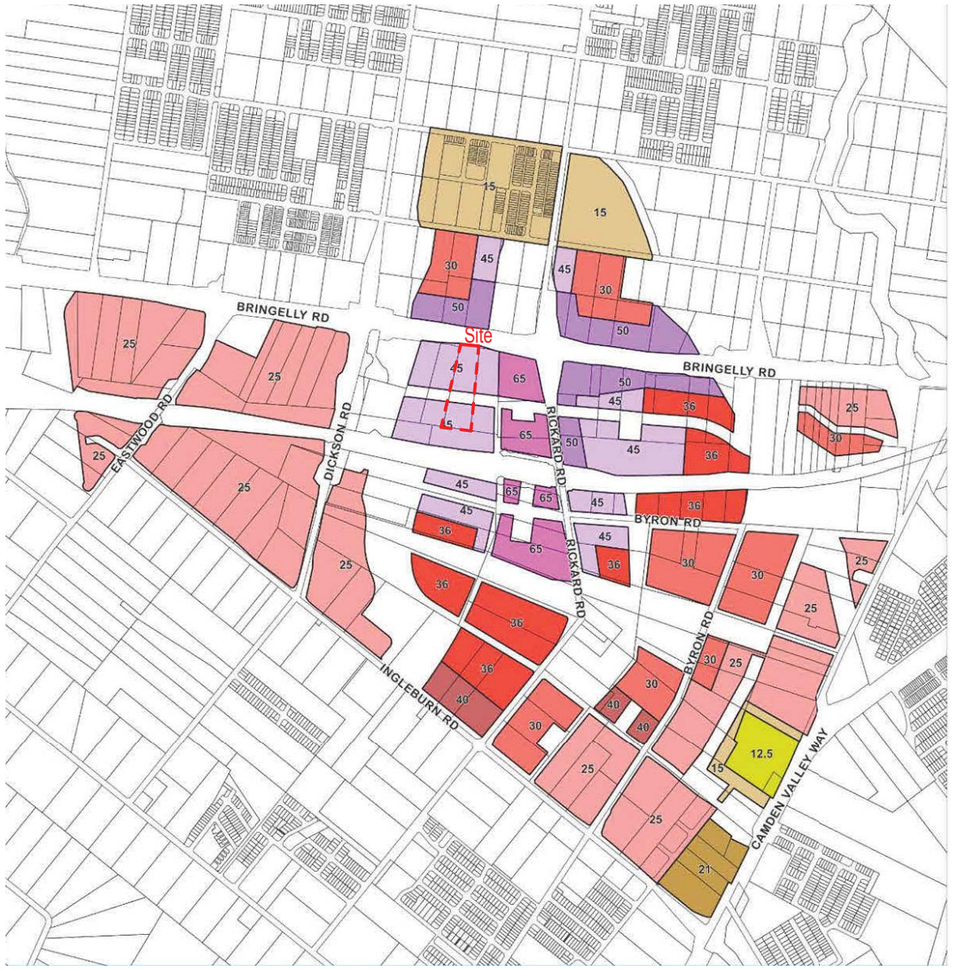
Subject Site

## 3.2 Land Zoning (Draft Leppington Town Centre PP October 2023)

**Objectives of Zone (B4 Mixed Use)**

- To provide a mixture of compatible land uses.
- To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.
- To promote a high standard of urban design and public amenity and convenient urban living.
- To provide for residential and other accommodation that includes active non-residential uses at the street and lower levels of buildings.
- To facilitate active retail, commercial, entertainment and community uses at ground level of mixed use developments.
- To provide for residential development that contributes to the vitality of the local centre.
- To ensure an appropriate transition from the centre core around the station and that residential accommodation does not detract from the primary function of the centre being to provide for retail, business, cultural, entertainment and community uses.

# LEP DIAGRAMS - DRAFT LEPPINGTON TOWN CENTRE PP OCTOBER 2023





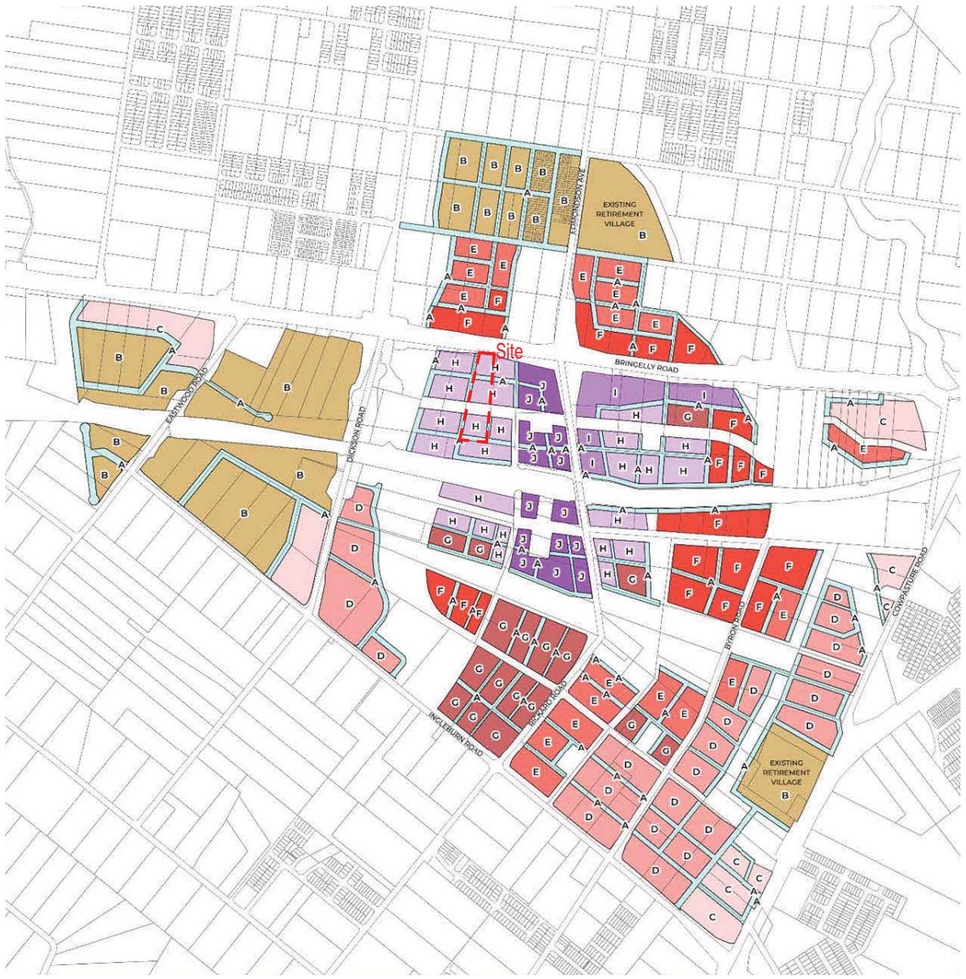


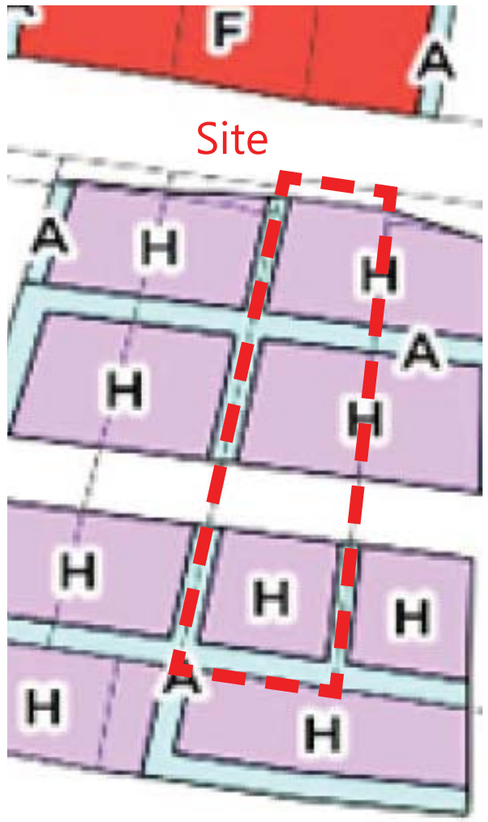
## 3.3 Height of Building (Draft Leppington Town Centre PP October 2023)

Development Control Summary

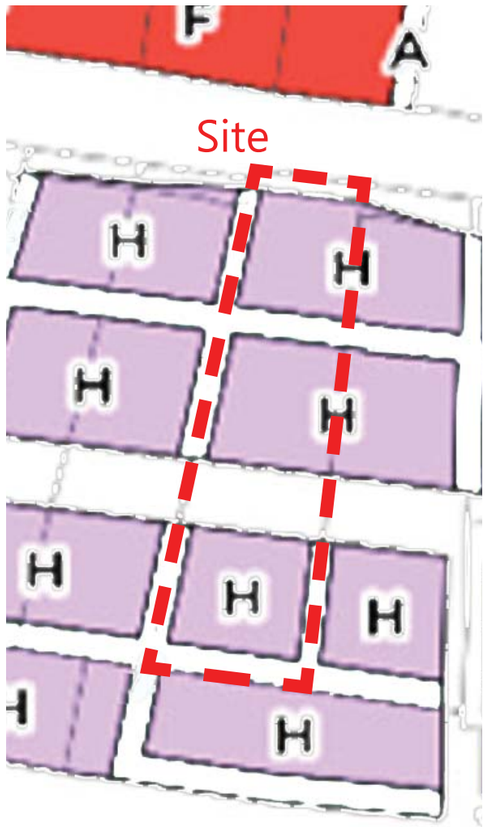
| Density Area | Zones | Max FSR Range | Potential building heights |
|---|---|---|---|
| Outer Core Area | B4 Mixed Use | 3.5:1 (4.25:1 with bonuses) | 45m |

# LEP DIAGRAMS - DRAFT LEPPINGTON TOWN CENTRE PP OCTOBER 2023




Current FSR Diagram




Proposed FSR Diagram

## 3.4 Floor Space Ratio (Draft Leppington Town Centre PP October 2023)

**Residential maximum Floor Space Ratio** of Subject site (Outer Core Area) is **3.5:1**
**Commercial minimum Floor Space Ratio** of Subject site (Outer Core Area) is **0.4:1**

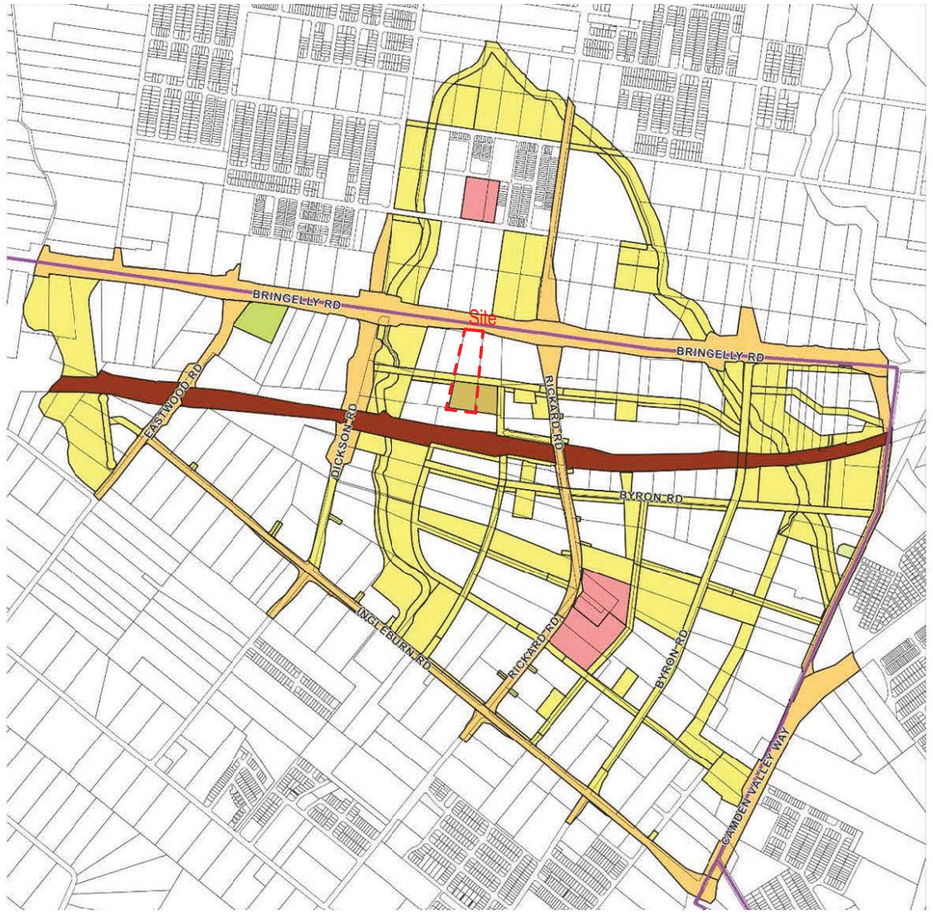
Additional FSR Bonuses

- **Low carbon building incentive** provision to provide **0.25:1 bonus FSR**
- **Affordable community housing incentive** provision to provide incentive for allocation of 3% of housing in return of **0.5:1 bonus FSR** in mixed use zones respectively.

## Proposed Amendment to Floor Space Ratio Map

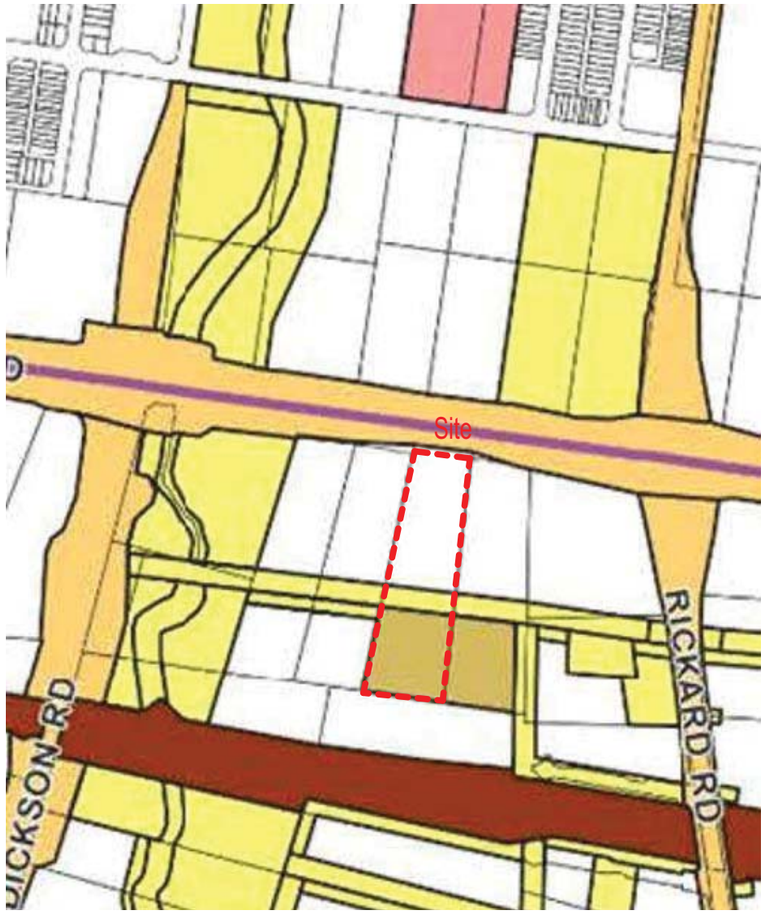
- The FSR map exhibited does not permit the total site area to be utilised when calculating FSR and only applies to the areas outside those earmarked for the provision of public infrastructure. This reduces the permissible FSR on the Site and impact the desired future character of the Inner Core of the Leppington Town Centre.

# LEP DIAGRAMS - DRAFT LEPPINGTON TOWN CENTRE PP OCTOBER 2023




## 3.5 Land Acquisition (Draft Leppington Town Centre PP October 2023)

**Linear Park Street** and **Linear Park Open Space** are subject to land acquisition by council




The southern portion of the site (Site C) is indicated as subject to land acquasition by Department of Health.
We have demonstrated a health facility design option in chapter 6 of this report.

# LEP DIAGRAMS - DRAFT LEPPINGTON TOWN CENTRE PP OCTOBER 2023

# LEPPINGTON TOWN CENTRE DEVELOPMENT CONTROL PLAN

## Draft - October 2023

(3.6 - 3.12)

**This submission adopts all of the controls and principles in the DCP as the basis for the design response**

In September 2023 the Draft DCP was exhibited by NSW Department of Planning for the Leppington Town Centre, and was subsequently advertised. The DCP establishes the proposed future character of the area and sets out the controls which determine the built fabric. This includes:

- General Public Domain Controls
- Indicative Layout Plan
- Road Hierarchy and street designs
- Street interface controls
- Building forms; envelopes and setbacks
- Sun access for public domain

The DCP forms the basis for this study in determining options for the built environment of the subject site. The DCP establishes the principles and controls which determine the design envelopes for the sites. The applicant has fully adopted these controls as they have been established based on sound urban design principles. In preparing a benchmark design, we have attempted to follow these controls to illustrate their implications. Some of the key considerations outlined in the DCP are as follows:

Road Design and Hierarchy

The DCP outlines a hierarchy of roads and design dimensions for these roads.

Built Form

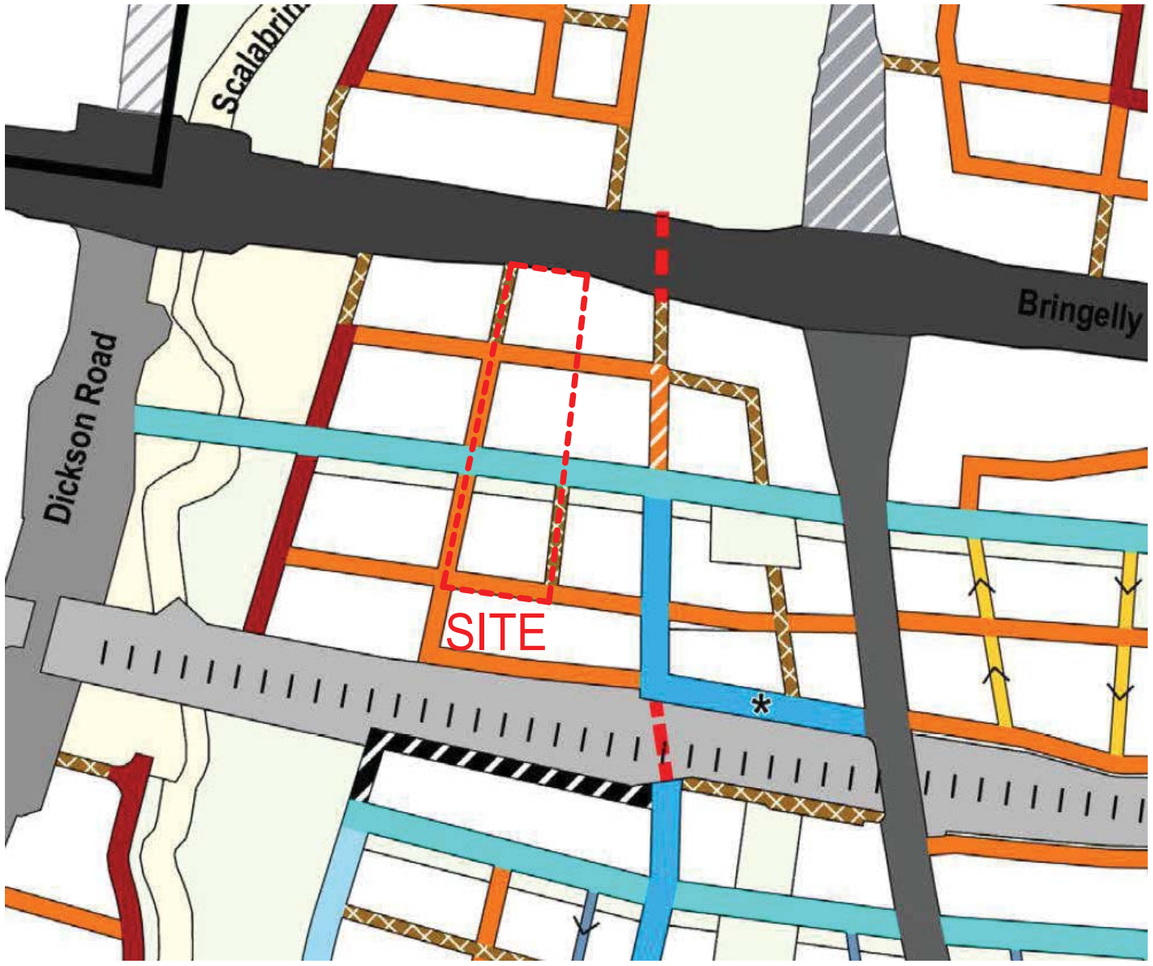
The DCP contains a setback map outlining street setbacks and podium setbacks. They establish a street-wall of 4 storeys and a general podium of 6-8 storeys with tower elements above. This design is based on these controls as they establish a rational and appropriate streetscape. In particular the zero corner setbacks for towers is a positive and progressive initiative. It is noted that the DCP prioritises north/south buildings allowing a 30m zero corner setback as opposed to 20m from east/west. We note that in some instances, site constraints and proportions dictate that the 30m east/west zero corner setback is more appropriate.

Envelopes and Building Bulk

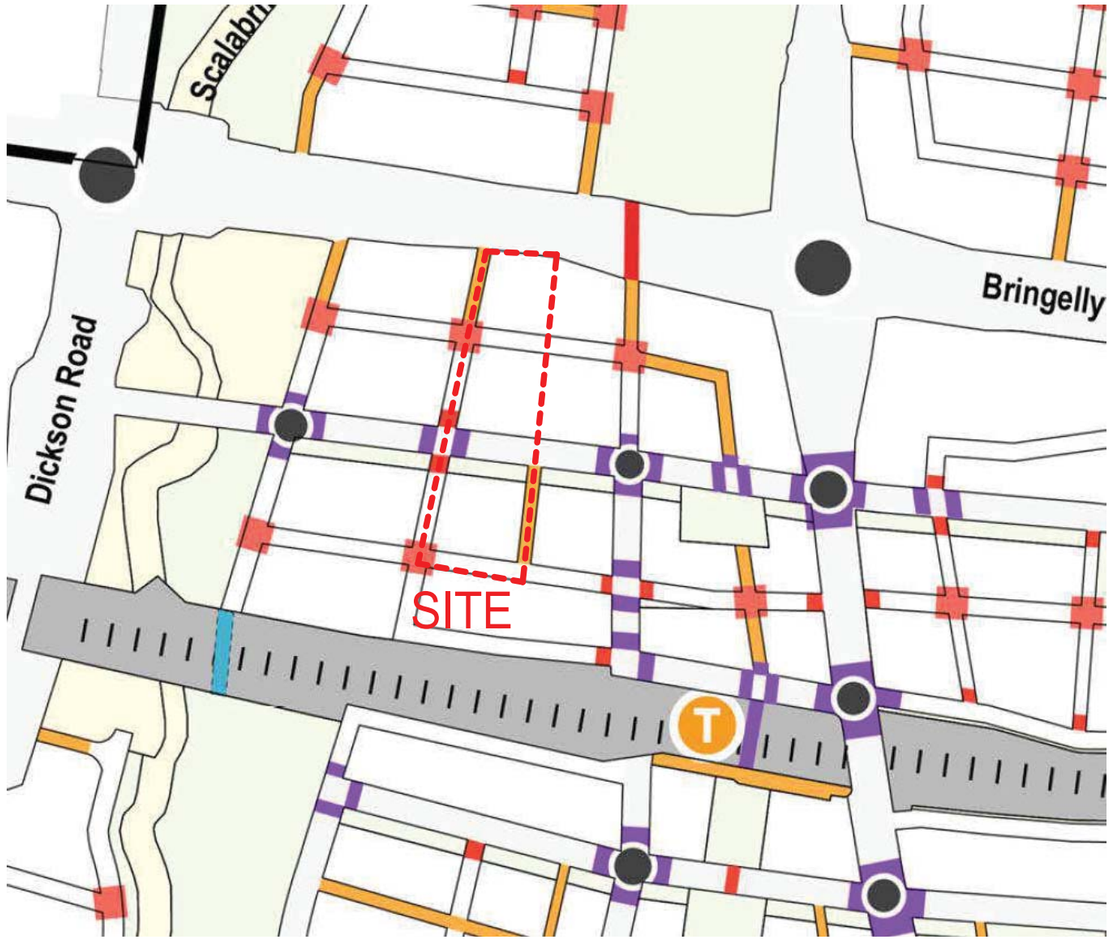
The DCP outlines a series of principles which shape building bulk. This includes articulation, street setbacks and podium setbacks. They establish a street-wall of 4 storeys and a general podium of 6-8 storeys with tower elements above. This design is based on these controls and tries to achieve the objectives of the guidelines.

Building length and Articulation

The DCP establishes maximum building lengths and floor plate areas. These are suitable as design guidelines. This design is based on these controls and tries to achieve the objectives of the guidelines and achieve the best outcome. It is noted, the MP results in a number of tall towers and on sites with a variety of shapes and constraints. The composition of tower locations is influenced by other issues including provision of communal open space, shadow impacts, and alignment with retail podiums and other constraints.




3.6 -1 Road Heirachy and Circulation




3.6 -2 Intersection Designs

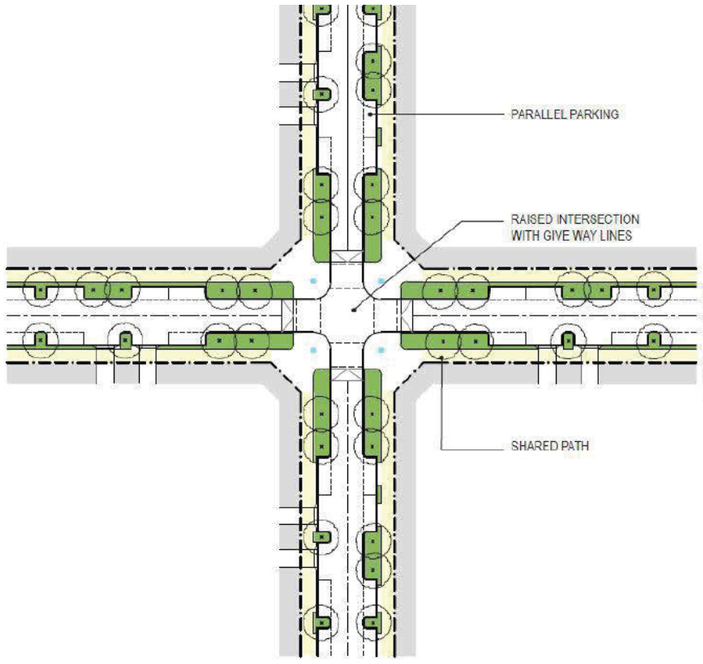
## Street Typology Map

- Site Boundary
- Potential Active Transport Link
- 9m Shared Laneway
- 11.6m Through Park Link
- 12m One-way
- 12m Pedestrian Priority Street
- 15m One-way School Side (South)
- 16m Local Street
- 16m Local Street with cycleway
- 16m One-way Parkside
- 16m Bus Street - To be confirmed
- 18m One-way School Side (North)
- 18.4m Perimeter Street
- 20m Local Road (Fifth and Sixth Ave)
- (A) Local Road Fifth Ave
- (B) Local Road Sixth Ave
- 20m Local Collector - Camden
- 20m Local Collector - Liverpool
- 22.4m Industrial Street
- 25m Linear Park Street
- 25m Entry Street
- (A) North East Entry Street
- (B) Cowpasture Road Entry Street
- (C) South Kemps Entry Street
- 25m Town Centre Street
- 25m Town Centre Street with 90 Parking
- 25m Town Centre Street (with Linear Park)
- 29.1m Boulevard
- 30m Boulevard (Edmondson Ave)
- 29.1m + 9m Boulevard (Ingleburn Road)
- 37.6m Rickard Road Transit Boulevard

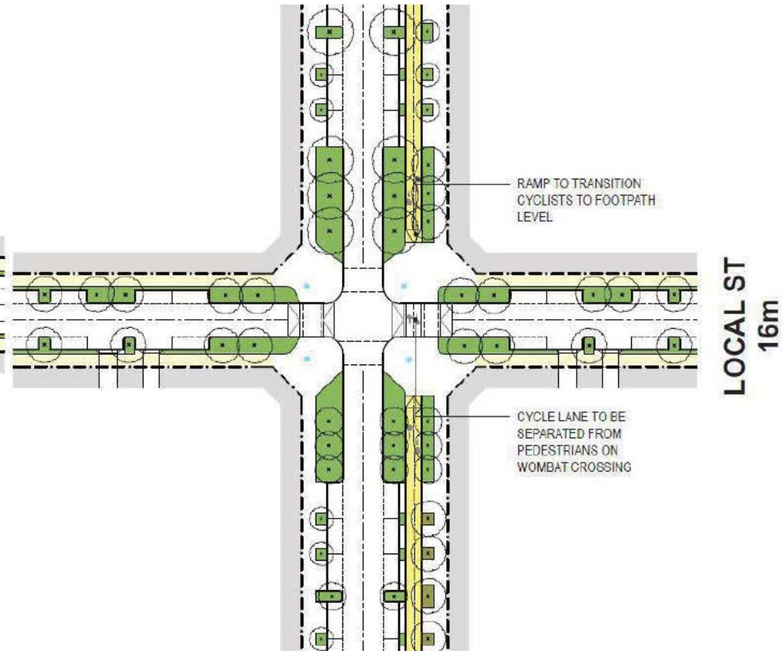
## Intersection Crossing Types

- Site Boundary
- Potential signalised intersection
- Potential roundabout
- Scramble crossings
- Crossing with different road material
- Entire intersection raised to footpath level
- Crossing raised to footpath level
- Entire road raised to footpath level
- Potential active transport link
- Active transport underpass
- Drainage and Riparian
- Open Space
- Leppington Train Station and Railway Corridor
- Main Roads

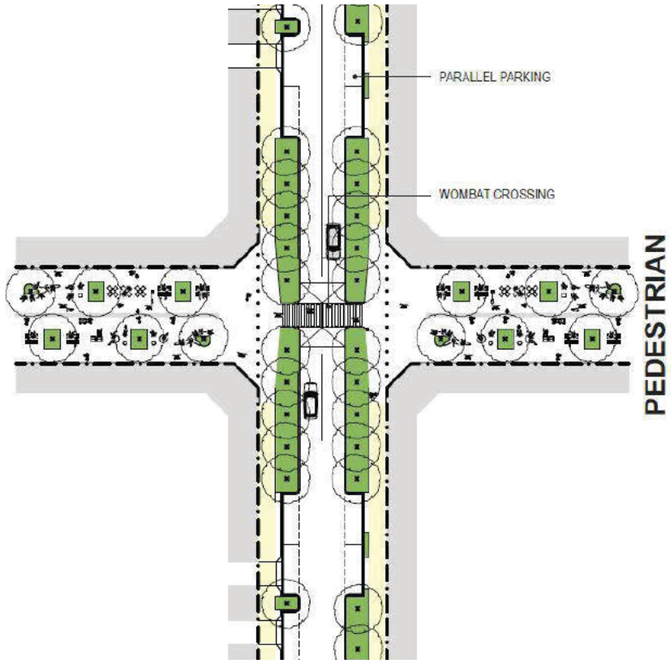
# DCP DIAGRAMS - DRAFT LEPPINGTON TOWN CENTRE DCP OCTOBER 2023




1 LOCAL ST 16m



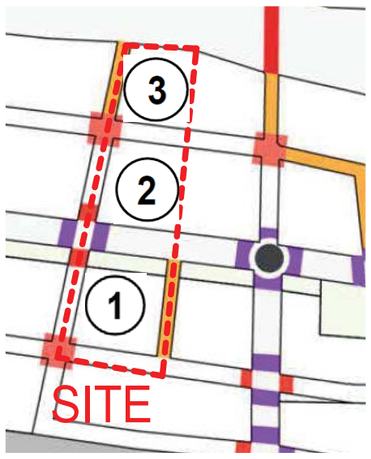

2 TOWN CENTRE ST 25m




3 LOCAL ST 16m

## 3.7 Intersection Crossing Types

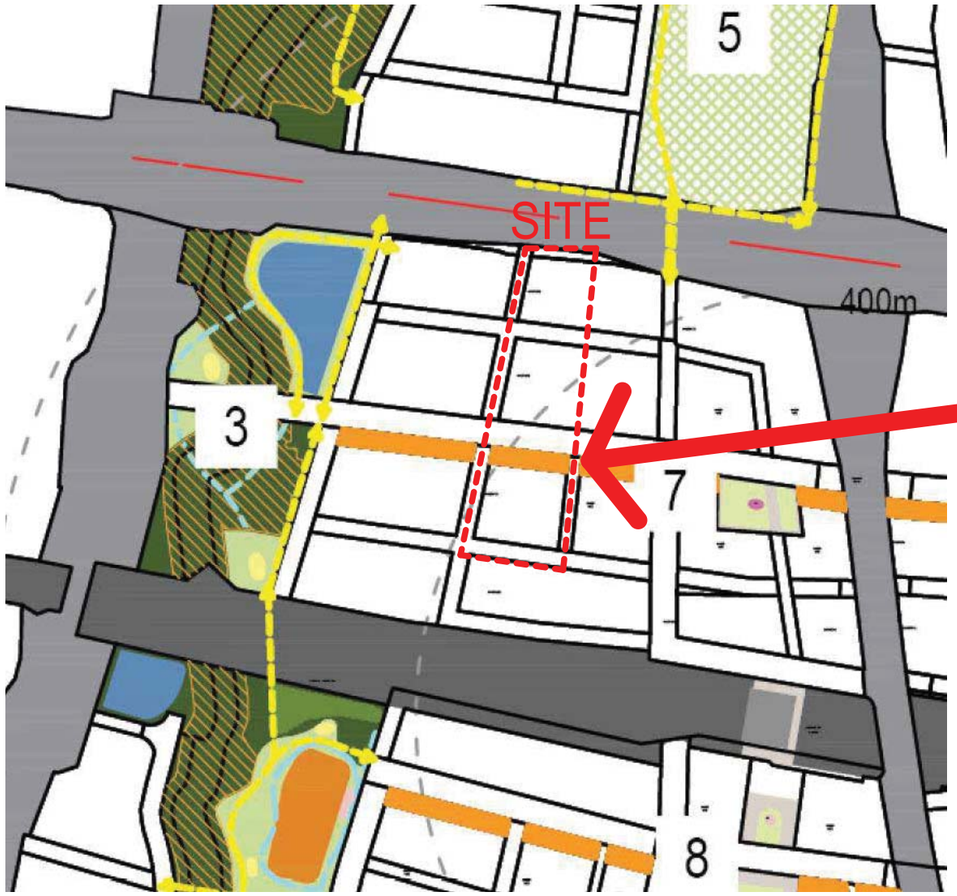


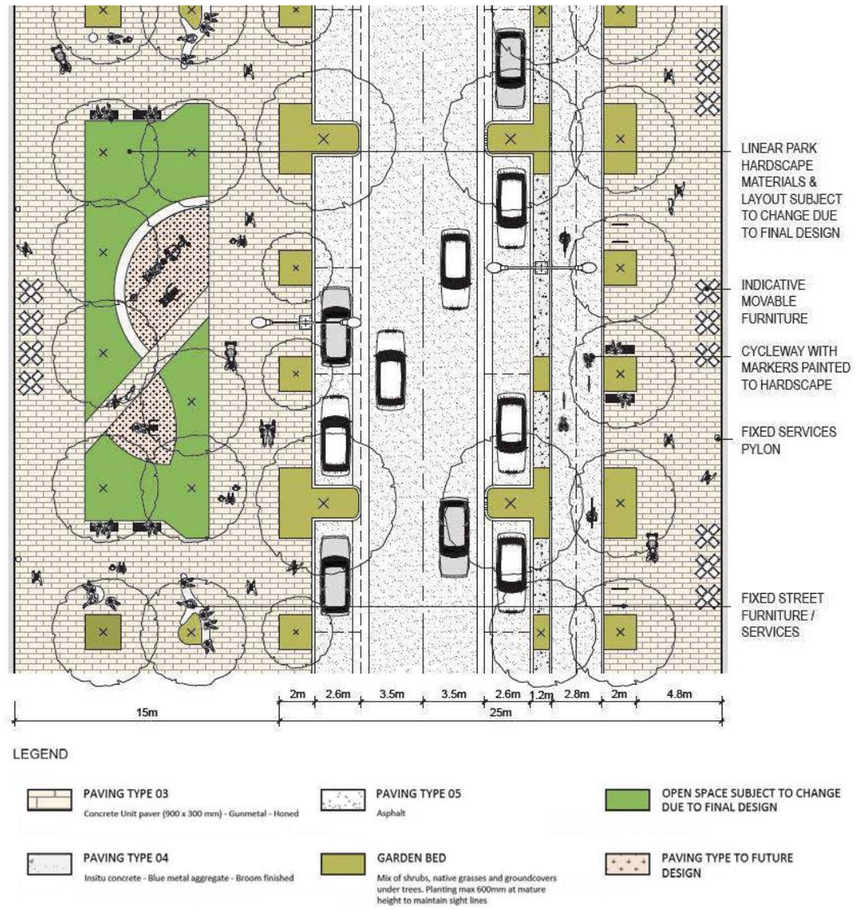

# DCP DIAGRAMS - DRAFT LEPPINGTON TOWN CENTRE DCP OCTOBER 2023

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

tony owen ptnrs




### 3.8 Parks, Plazas and Public Open Space
(Draft Leppington Town Centre DCP October 2023)



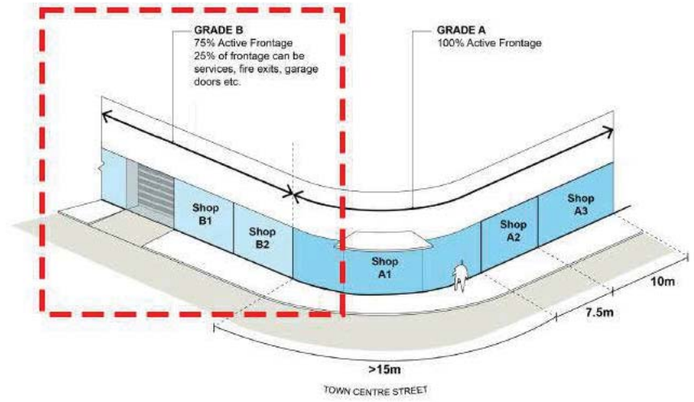

Town Centre Street (Linear Park) 25m + 15m

## Open Spaces Map

- Site Boundary
- Shared path / Cycleway
- Pedestrian path
- Active mobility connection to town network
- Easement
- Riparian zone to be protected
- Creekline
- Revegetation zone
- Existing trees to be evaluated and retained
- Passive space / Local Park
- Buffer
- BMX Pump truck
- Flexible use open space for civic events
- Field/Court
- Outdoor fitness station
- Playground
- Active play
- Dog park
- Basin
- WSUD
- Active frontage / paved zone
- Amenity building
- Entry statement
- Public art / Water feature
- Town centre street linear park

# DCP DIAGRAMS - DRAFT LEPPINGTON TOWN CENTRE DCP OCTOBER 2023



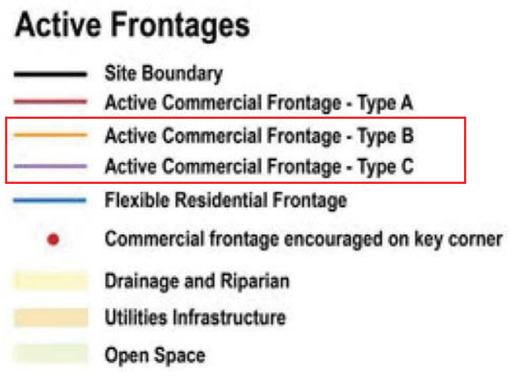

**GRADE B COMMERCIAL FRONTAGE AXONOMETRIC**

75% ActiveE FRONTAGE, 25% OF FRONTAGE CAN BE SERVICES, FIRE EXITS, GARAGE DOORS ETC.



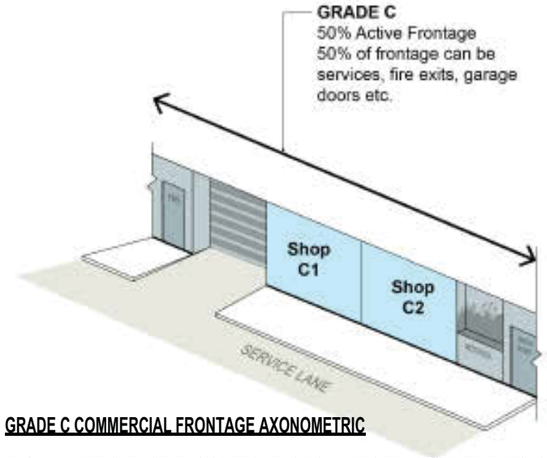
EXAMPLE OF GRADE B COMMERCIAL FRONTAGE

## 3.9 Street Interface Controls
(Draft Leppington Town Centre DCP October 2023)





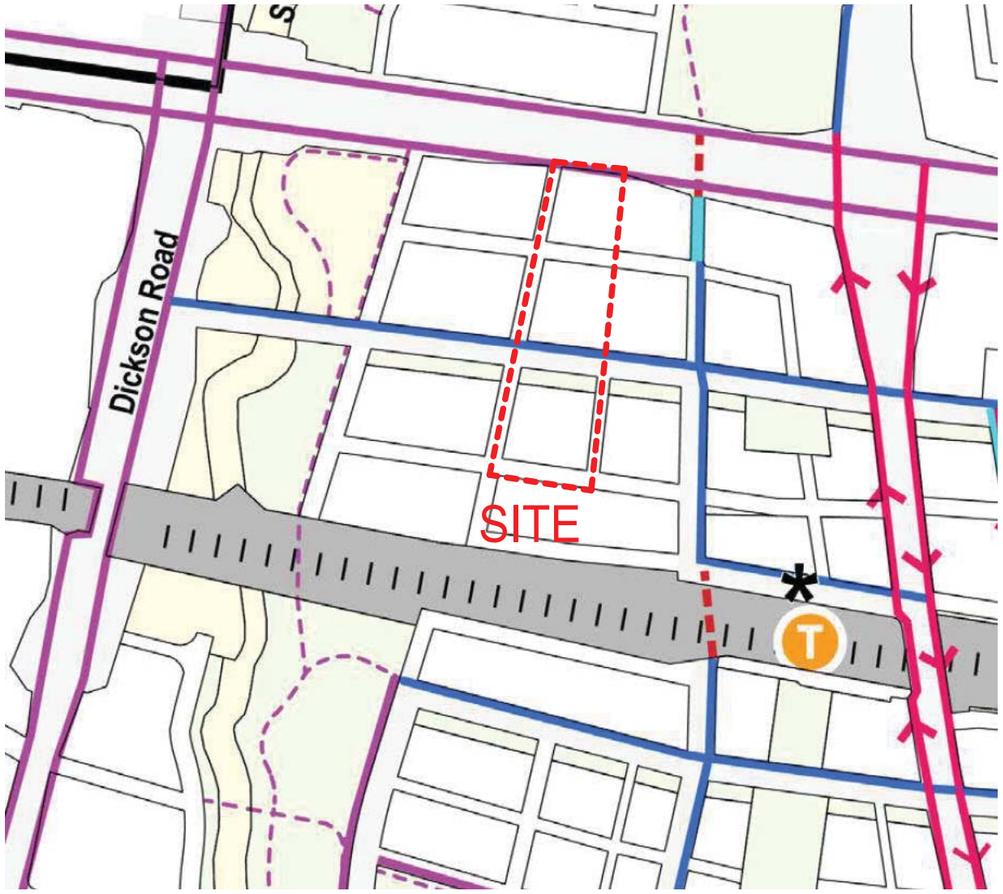

EXAMPLE OF GRADE C COMMERCIAL FRONTAGE

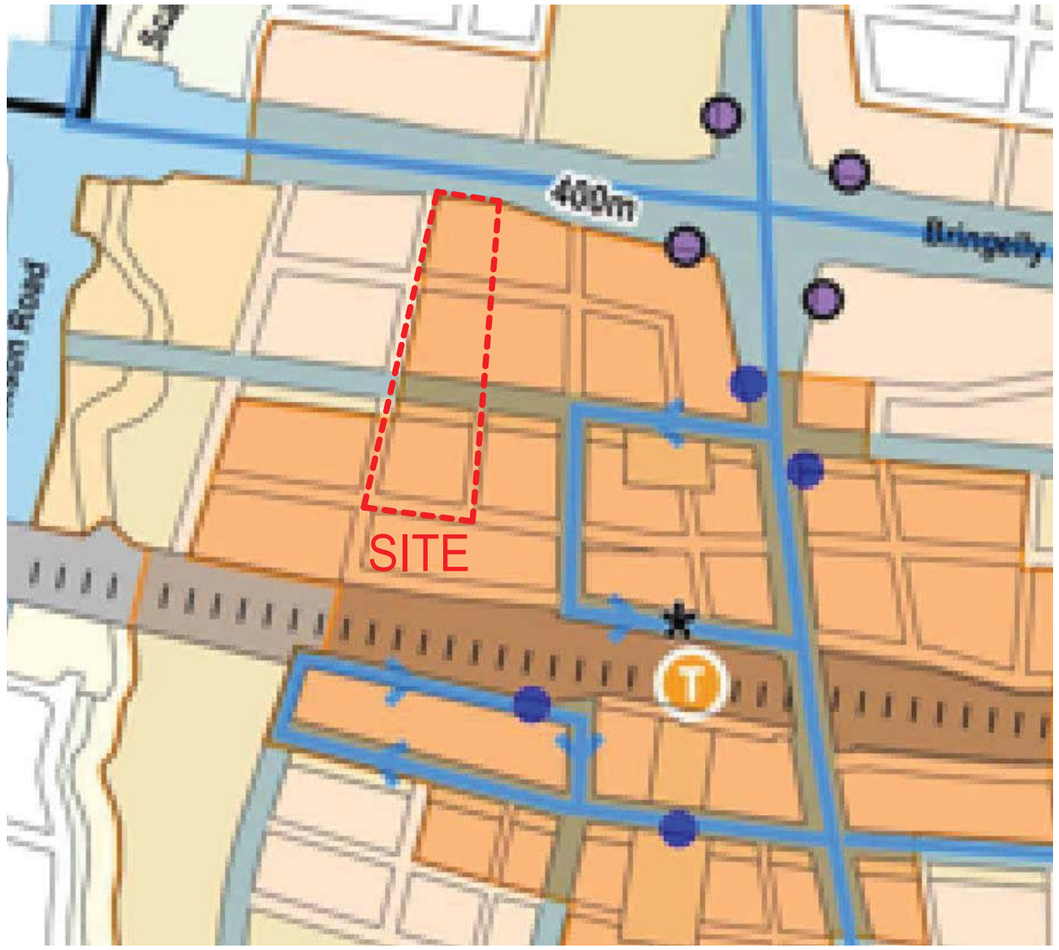



**GRADE C COMMERCIAL FRONTAGE AXONOMETRIC**

50% ActiveE FRONTAGE, 50% OF FRONTAGE CAN BE SERVICES, FIRE EXITS, GARAGE DOORS ETC.

# DCP DIAGRAMS - DRAFT LEPPINGTON TOWN CENTRE DCP OCTOBER 2023



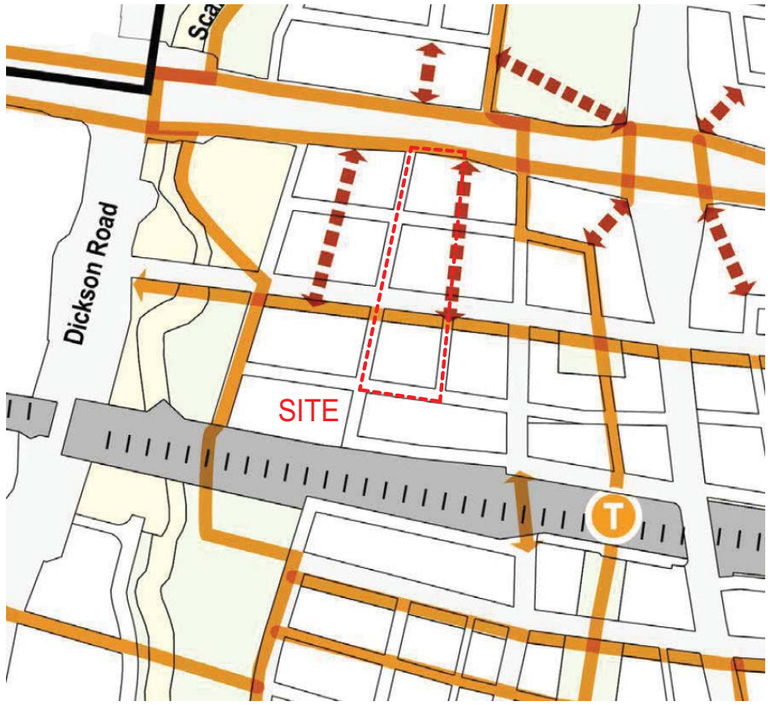




## 3.10 Active & Public Transport Strategy
(Draft Leppington Town Centre DCP October 2023)

- Site Boundary
- Potential Active Transport Link
- Uni directional cycleway
- Bi directional cycleway
- Shared path
- Potential connections through open space
- Future Upper Sydney Water Canal Trail
- Cycle on quiet street
- Cycle Plaza
- Drainage and Riparian
- Utilities Infrastructure
- Open Space
- Leppington Train Station and Railway Corridor
- Main Roads

- Site Boundary
- Indicative bus routes
- Future bus routes
- Indicative school bus stop
- Indicative proposed bus stop
- Indicative proposed bus stop (requires shelter
- Existing bus stop
- Existing bus stop (requires upgrade for shelte
- Bus Capable Road
- Leppington Train Station and Railway Corrido
- 400m walking distance from Station
- 800m walking distance from Station
- Main Roads
- Drainage and Riparian

# DCP DIAGRAMS - DRAFT LEPPINGTON TOWN CENTRE DCP OCTOBER 2023



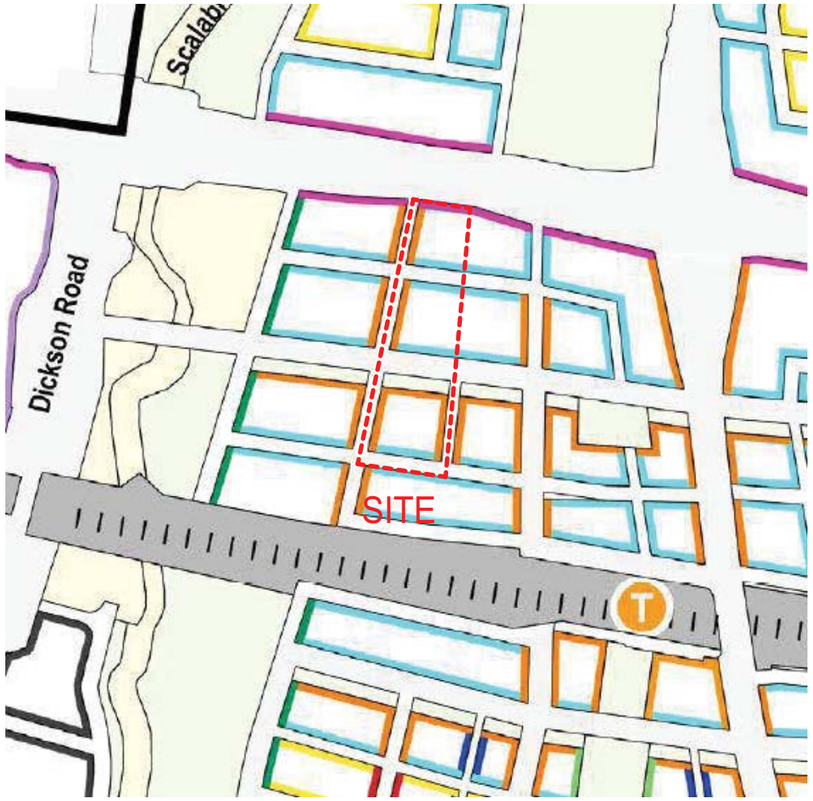

## 3.11 Pedestrian and Through Site Link
(Draft Leppington Town Centre DCP October 2023)

### Key Pedestrian Desire Lines Map

- Site Boundary
- Key Pedestrian Desire Lines
- Through Site Links
- Drainage and Riparian
- Utilities Infrastructure
- Open Space
- Leppington Train Station and Railway Corridor
- Main Roads

**Note:** Scramble crossing is recommended at the corner of Byron Road for ease of access to the park.

# DCP DIAGRAMS - DRAFT LEPPINGTON TOWN CENTRE DCP OCTOBER 2023




## 3.12 Building Form

### 3.12-1 Street Setbacks & Podium Setback

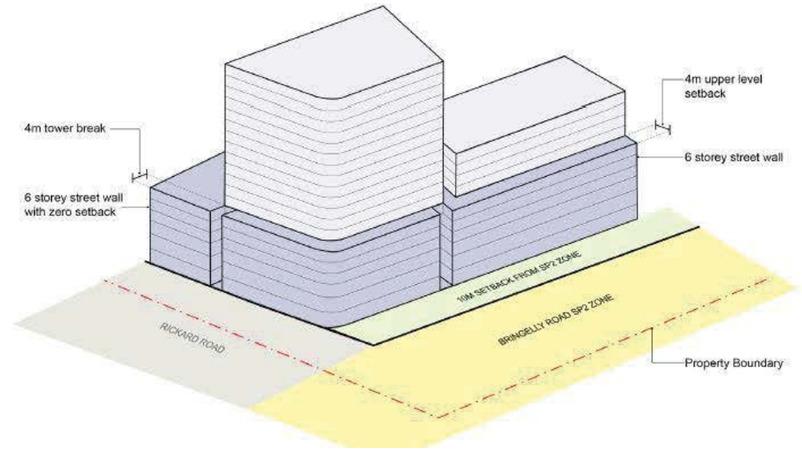
(Draft Leppington Town Centre DCP October 2023)

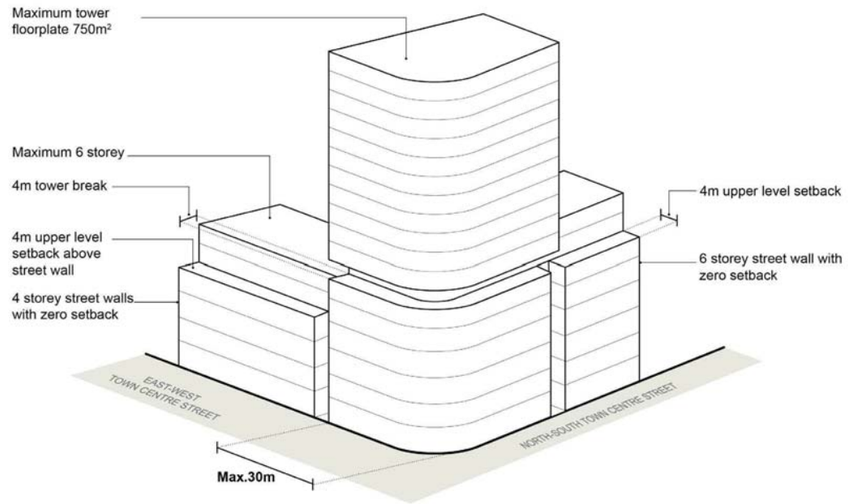
**Setbacks Map**

- Site Boundary
- Civic Park setback
- Zero setback - 6 storey street wall, 4m upper setback
- Zero setback - 4 storey street wall, 4m upper setback
- Zero setback - 2 storey street wall, 4m upper setback
- Zero setback (to service lane)
- Bringelly Road setback[1]
- Ingleburn Road setback

Bringelly Road Setback[1]
- 10m setback from SP2 zoned land
- 6 storey street wall height
- 4m upper level setback

**This submission adopts setbacks, articulation and other controls set out in the DCP**




### 3.12-2 Building Bulk

(Draft Leppington Town Centre DCP October 2023)

For any building within the B4 Mixed Use or R4 High Density Residential zone:

a. The length of the upper parts of buildings above podium, up to 30m / 8 storeys, must not exceed 65m

b. The length of building towers above 8 storeys on east-west streets in the core must not exceed 25m.

c. The length of building towers above 8 sotreys otherwise must not exceed 45m

The maximum building floor plate area within the B4 Mixed Use zone is:

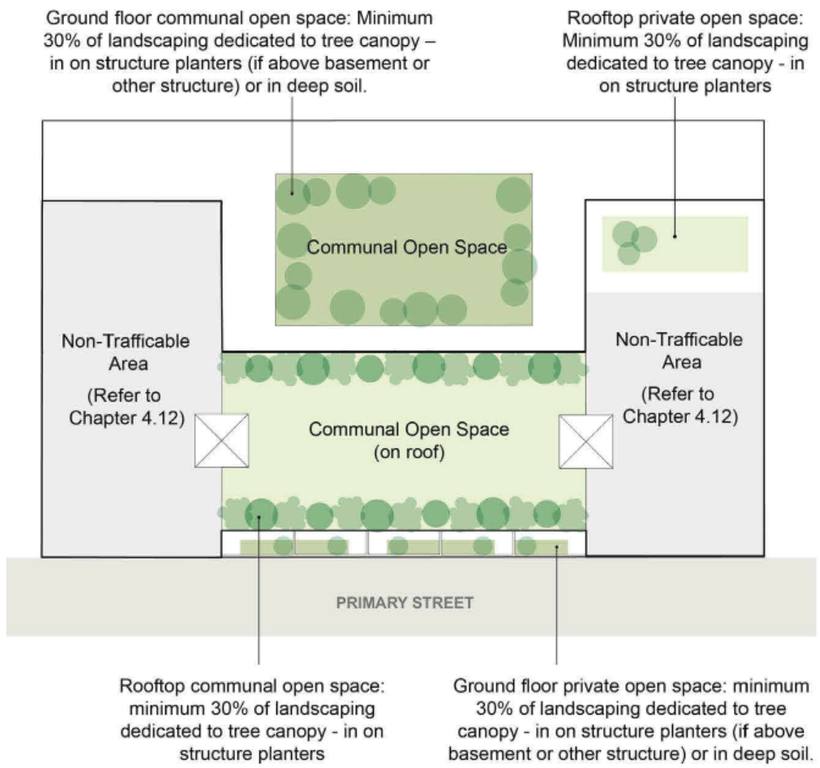
- 1,000m2 above 30m or 8 storeys
- 800m2 above 55m or 16 storeys

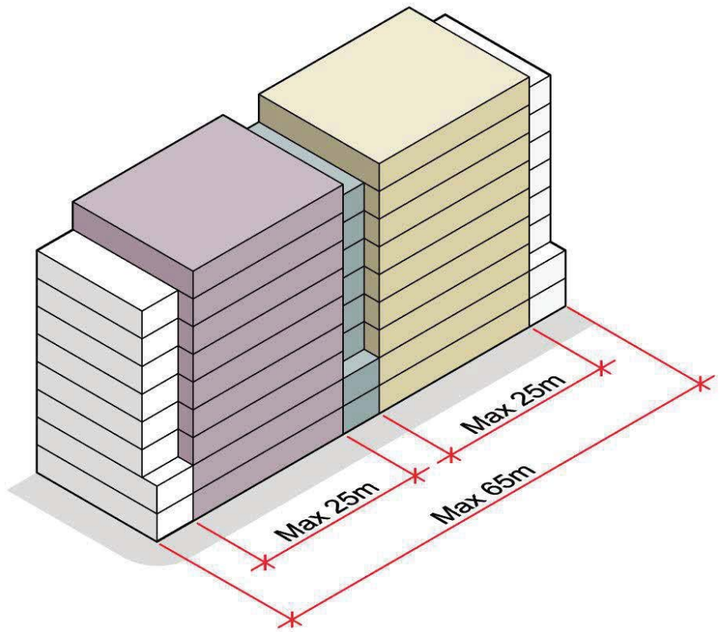
Corner sites in B3, 4 and R4 zoned land may be built with no upper-level setback for a length of:

a. 20m east-west streets in the core area of the centre.

b. 30m otherwise in the B3 and B4 zones.

# DCP DIAGRAMS - DRAFT LEPPINGTON TOWN CENTRE DCP OCTOBER 2023




## 3.12-3 Solar Access to Open Space
(Draft Leppington Town Centre DCP October 2023)

**Solar Access to Public Open Space**

All development must demonstrate that direct sunlight access can be achieved to at least 50% of the public open spaces within the vicinity of the site between the lunchtime hours of 12pm and 2pm on 21 June.

**Solar Access to Communal Open Space**

Provide shade to at least 30% of the open space through on structure planting capable of supporting medium to large trees that can contribute to tree canopy coverage as well as opportunities from shade structures.

## 3.12-4 Building Articulation
(Draft Leppington Town Centre DCP October 2023)

The maximum frontage length of a building must be 65m. Where a development site frontage is longer than 65m, two or more building with different architectural expressions must be developed to front the street or public domain with a building separation of not less than 6m for the full height of the building. This control does not apply for tower elements above 10 storeys.

Buildings in excess of 45m long must be designed as at least two distinct 'building components which are to:

a. have their own architectural character;
b. not exceed 25m in length with a preferred length of 20m;
c. reflect the building's internal organisation; and
d. should have individual entrances or lobbies.

Articulatin and recessess on building facades must be a maximum 0.6m on active street frontages and a maximum 2.5m on other street frontages in the B4 zones.

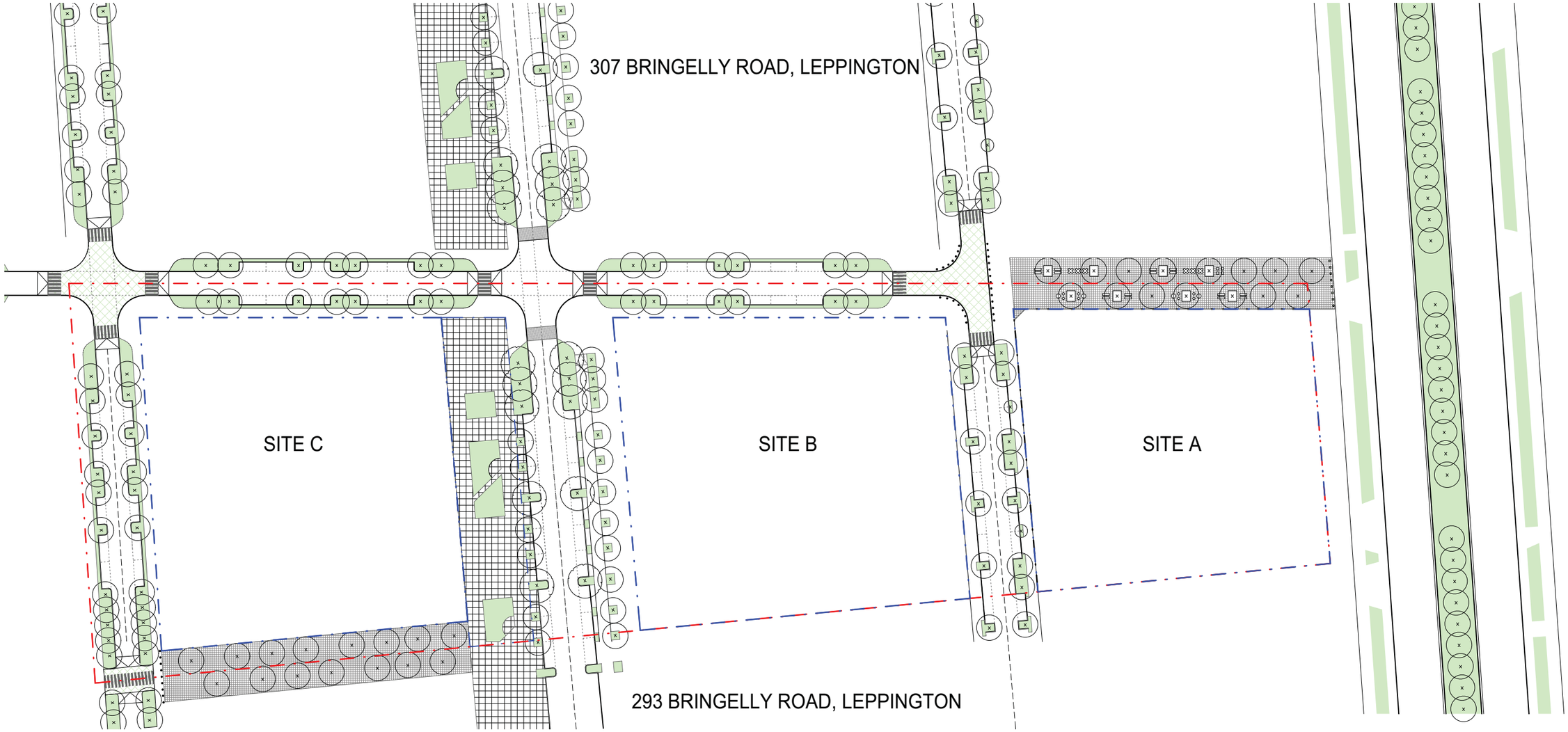
# DCP DIAGRAMS - DRAFT LEPPINGTON TOWN CENTRE DCP OCTOBER 2023

# 4.0 DESIGN PRINCIPLES

In order to illustrate the proposed development of the site, we have prepared a benchmark scheme. This scheme arises out of the controls set out in the LEP and DCP.

The following pages illustrate the design principles which are drawn from the LEP and DCP as it relates to the subject site.

- Compliance with provision of MP roads according to DCP dimensions (slight variation to SE corner road, see above).
- Provision of MP east/west lineal plaza.
- 8 storey podium based on DCP controls with 4-6 storey streetscape expression with 4-6 storey streetscape expressions.
- 4 storey zero setback as per DCP sertback map.
- Zero tower setbacks to corners as per DCP.
- Podium and tower articulation as per DCP.
- Building seperations based on ADG and MP.
- Building Heights as per MP.
- Building seperations based on ADG and MP.
- Maximum tower foot prints generally following DCP guidelines.
- Provision of solar amenity and natural ventilation as per ADG.
- General compliance with ADG provisions including unit size, balconies, units off cores and lift provision, etc.
- Provision of COS as per ADG.
- Provision of Deep Soil. This will be balanced by the requirement for on ground plazas and likely retail/commercial podiums.
- Tower configuration to ensure solar access for public plazas, COS, Impact on neighbouring developements and unit amenity.




This diagram illustrates the roads and plazas as defined in the draft DCP
This diagram shows the road and open space geometry according to the draft the DCP typical road profiles + hierarchies.

N

- SITE BOUNDARY
- SITE SUB-DIVISION BOUNDARY
- SITE 1 / SITE 2 / SITE 3
- 15M LINEAR PLAZA
- INTERSECTION WITH RAISED PLATFORM
- TURF
- TILE PAVING 100X X100
- TREE 3M / 5M / 8M

# 4.1 DCP ROAD OVERLAY

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

tony owen ptnrs




SITE AREA: 23154 m²

DEVELOPABLE AREA: 19811.1 m²

N

1 DEVELOPABLE AREA DIAGRAM
1 : 500@A1

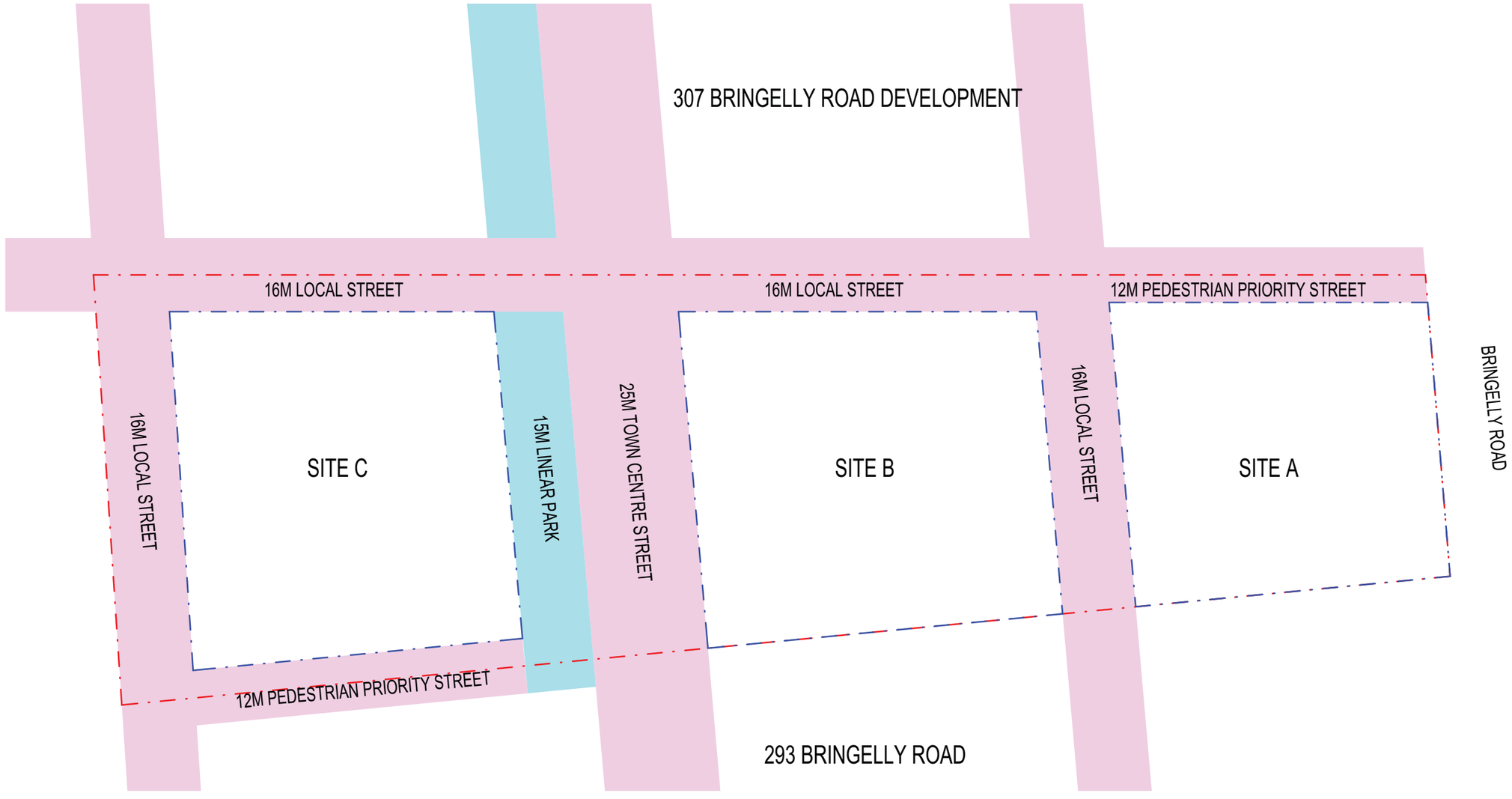
## Site Area Calculation

Calculation of developable area based on LEP zoning and FSR diagram.

The draft LEP estabilshes the road, open space and other principles which define the site. This includes main roads and local roads. Following ongoing discussions between the council, DPH and owners, principles were established relating to calculation of developable area.

We have proceeded on the basis that developable area is calculated on the land area, less main roads and public plazas. But includes local roads, through-site links. This diagram reflects this.

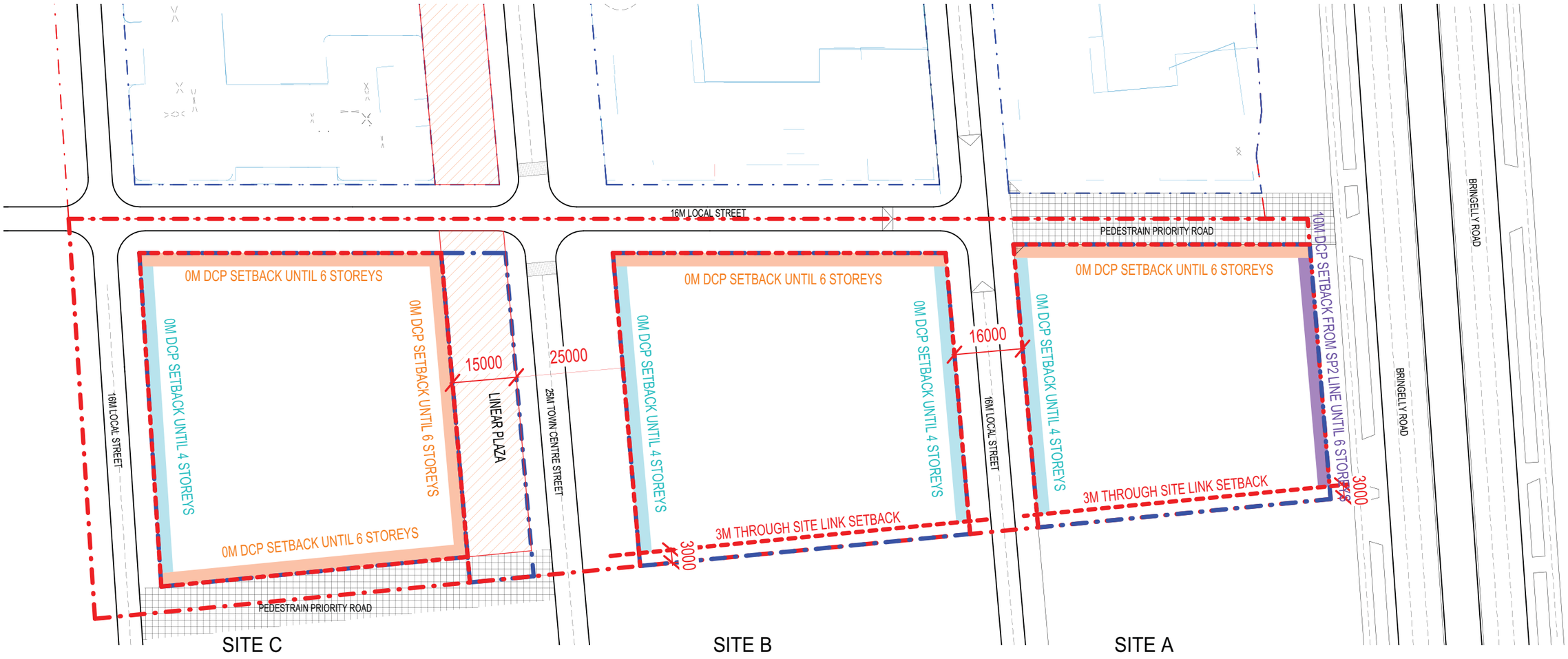
# 4.2 SITE AREA CALCULATION




## Road Networks & Public Plaza

The master plan establishes a series of local roads which define development blocks and show future site access. The site is bounded by Bringelly Road to the north and a proposed local road to the south, which is contained within the site. A road is indicated on the western boundary to be shared with the adjoining site. 2 local east/west roads bisect the site resulting in 3 development plots. One of these roads is a 25m main street with a 15 linear public plaza alongside. The western road becomes a pedestrian prioirty street as its northern end. A north-south road indicated on the south end of eastern boundary as a pedestrian priority street, which provides access from the station to the linear plaza. A pedestrian priority street proposed to the east of Site C between the station carpark and the town centre street.

# 4.3 ROAD NETWORKS DIVIDE SITE INTO 3 LOTS




1 LOW RISE (PODIUM) SETBACK CONTROLS
1 : 500@A1

ZERO SETBACK - 6 STORY STREET WALL, 4M UPPER SETBACK
ZERO SETBACK - 4 STORY STREET WALL, 4M UPPER SETBACK
BRINGELLY ROAD SETBACK (10M SETBACK FROM SP2 LINE UNTIL 6 STOREYS)
LINEAR PLAZA

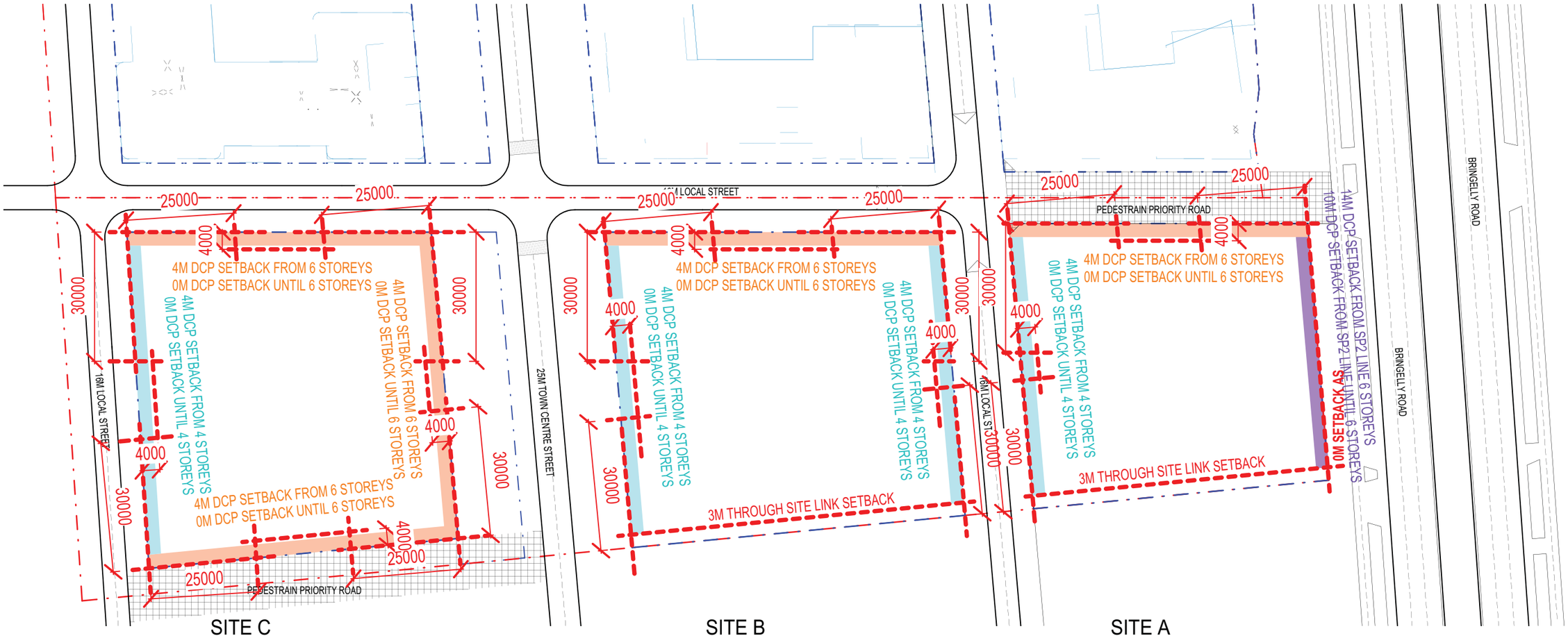
N

SITE BOUNDARY
SITE SUB-DIVISION BOUNDARY
SETBACK LINE
SITE A / SITE B / SITE C

## Lot Setbacks

The draft DCP sets out the setbacks for the developement lots. The following diagrams illustrate these setbacks and form a guide for the benchmark design envelope. We have generally adopted these setback controls. The envelopes typically have a zero setback for the first 4-6 floors with a 4m setback above. Tower elements located on corners may maintain a zero setback for defined lengths depending on whether it is an east/west or north/south tower alignment.

# 4.4 SETBACK DIAGRAM - LOW RISE (PODIUM)




1 HIGH RISE SETBACK CONTROLS

1 : 500@A1

ZERO SETBACK - 6 STORY STREET WALL, 4M UPPER SETBACK
ZERO SETBACK - 4 STORY STREET WALL, 4M UPPER SETBACK
BRINGELLY ROAD SETBACK (10M SETBACK FROM SP2 LINE UNTIL 6 STOREYS)
LINEAR PLAZA

N

SITE BOUNDARY
SITE SUB-DIVISION BOUNDARY
SETBACK LINE
SITE A / SITE B / SITE C

## Proposed Envelope

The proposed envelopes will be designed accordingly to the controls set down in the DCP

# 4.5 SETBACK DIAGRAM - HIGH RISE (TOWER)

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

tony owen ptnrs

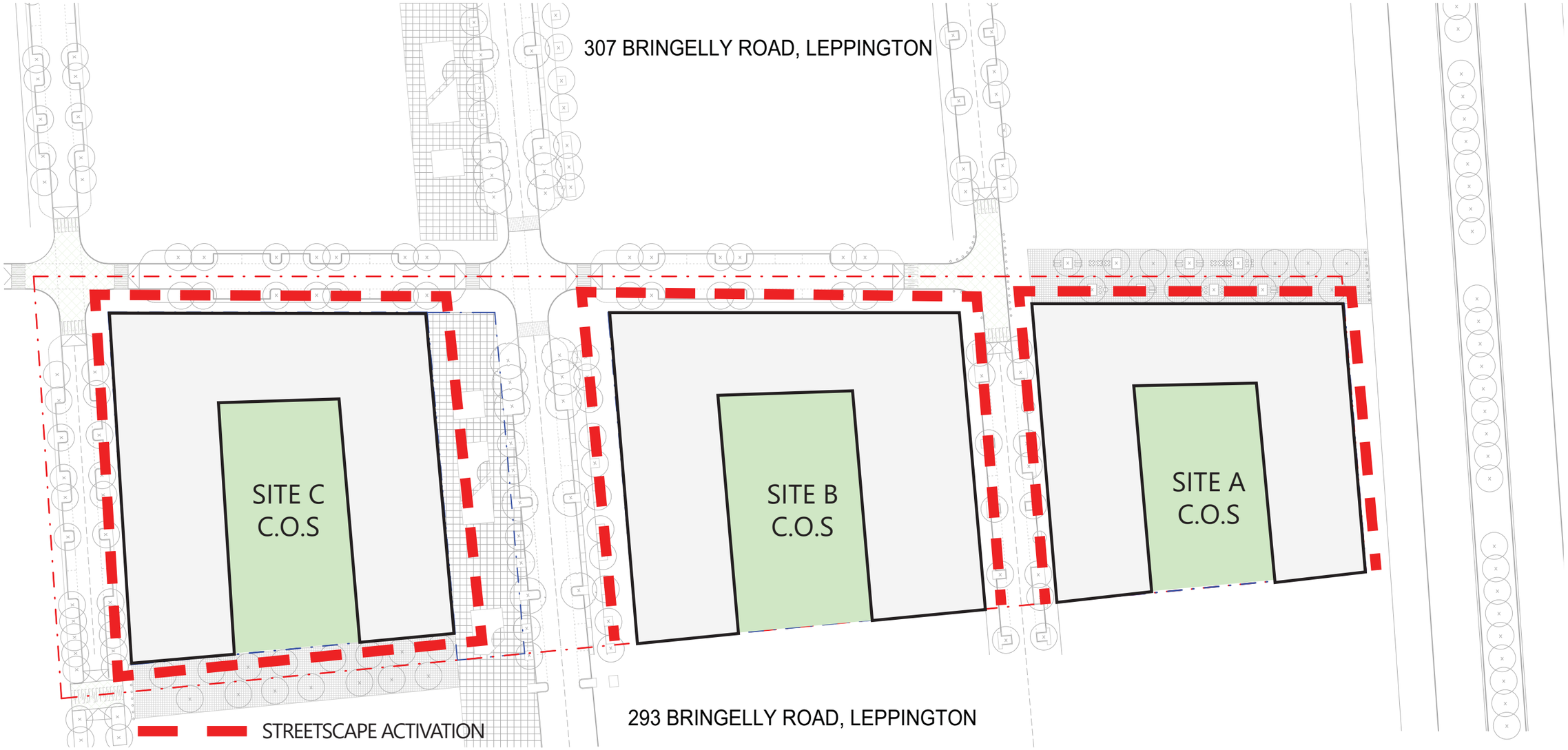
# 5.0 SITE PLANNING OPTIONS

As part of the design proves we have explored a number of massing options.
These have been assessed against the following criteria

- Solar Amenity
- Reinforce Streetscape
- Provision of C.O.S on ground floor
- Streetscape activation
- Reinforcement of streetscape + street guide
- Permeability of site
- Site amentiy to public space

The options considered were
- C - Shaped Layout
- L - Shaped Layout

In previous submission these options were assessed against various criteria with the L shaped scheme proving superior.




## Massing Principles

In evolving the benchmark design we have considered options for the utilisation of the site. These options consider the following principles:

- Defining and reinforcing the street grid and streescape through block-defining podium massing.
- Provision of communal open space on ground with buildings defining these spaces.
- Orientation of buildings to maximise solar access to ground floor COS.
- Composition of buildings to maximise solar access to public plazas.
- Composition of buildings to maximise compliance with ADG requirements.
- Composition of buildings to maximise compliance with DCP controls.
- Site planning to maximise retail articulation servicing and building entry.

Based on the above we explored a **'C-shaped'** option.

- Building massing reinforces streetscape
- Building massing defines C.O.S on ground
- Building massing activates retail streetscape

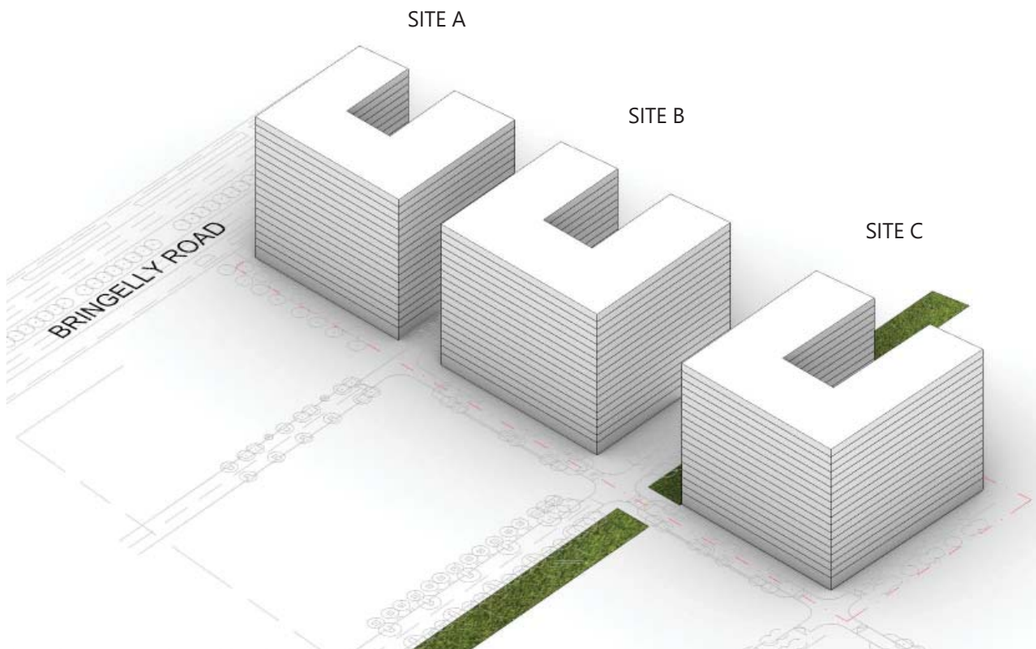
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SITE BOUNDARY
SITE SUB-DIVISION BOUNDARY
SETBACK LINE
SITE A / SITE B / SITE C

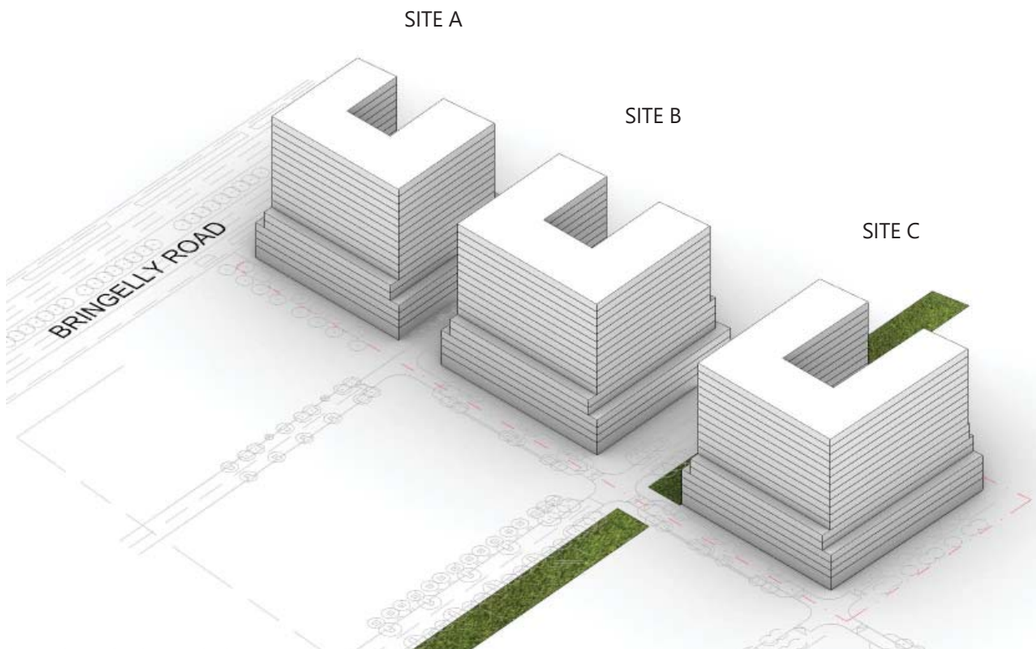
# 5.1 BUILDING MASSING PRINCIPLES - C SHAPED OPTION

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

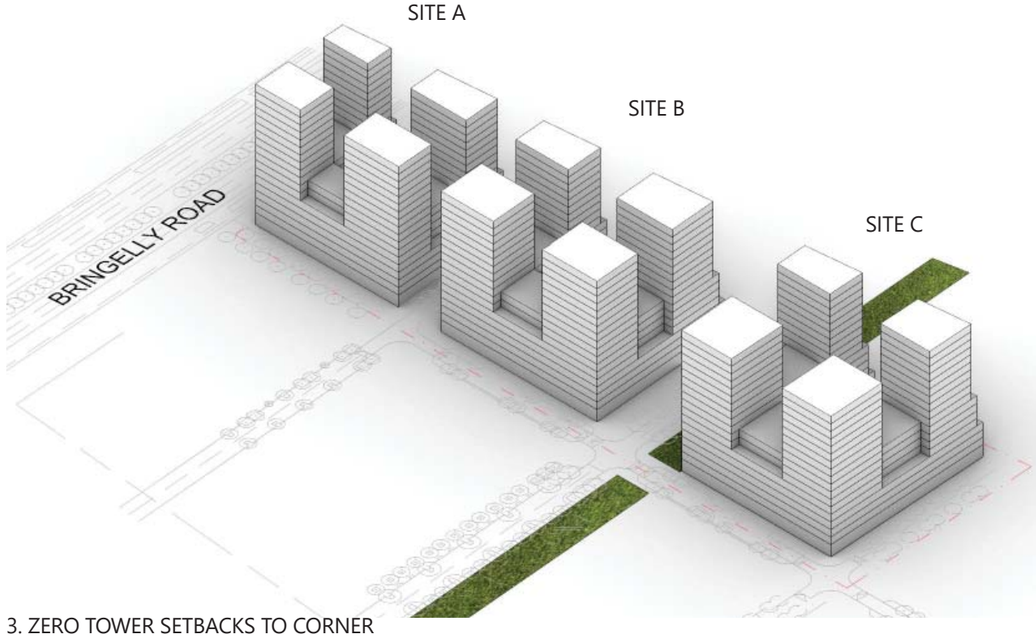
tony owen ptnrs



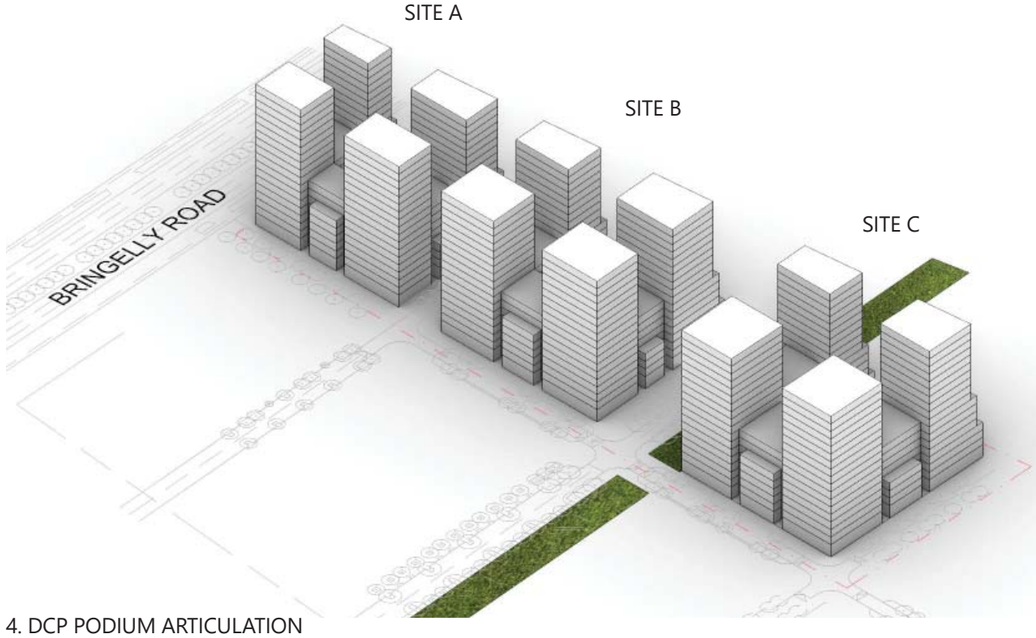

1. BASE BUILDING MASSING




2. ADG / DCP SETBACKS

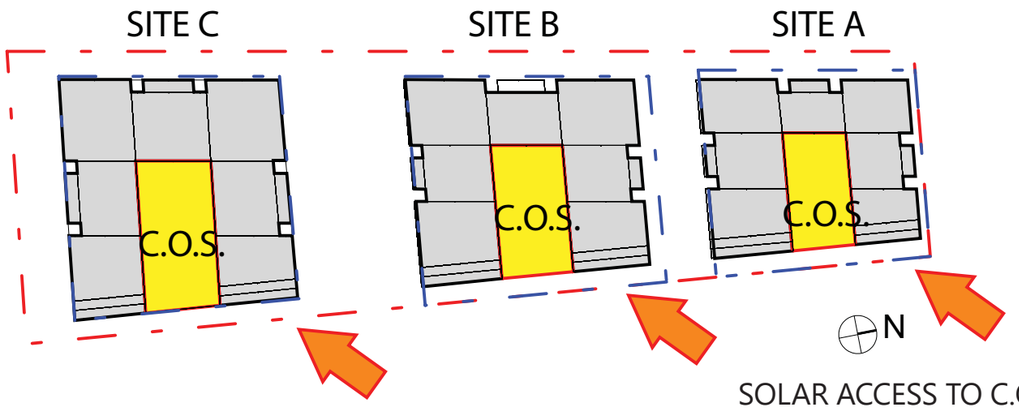



3. ZERO TOWER SETBACKS TO CORNER

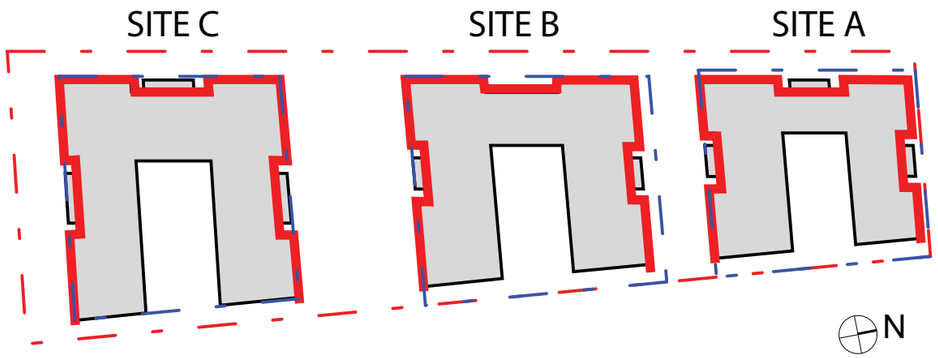



4. DCP PODIUM ARTICULATION

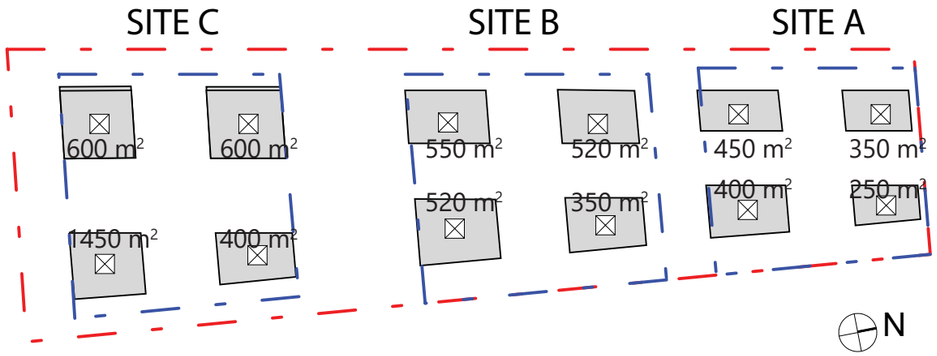
# 5.2 DCP ENVELOPE CONTROLS - C SHAPED OPTION



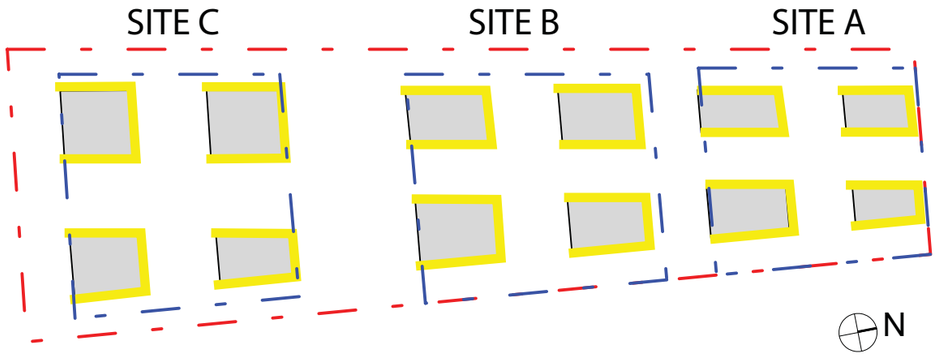

SOLAR ACCESS TO C.O.S.
- LIMITED ACCESS



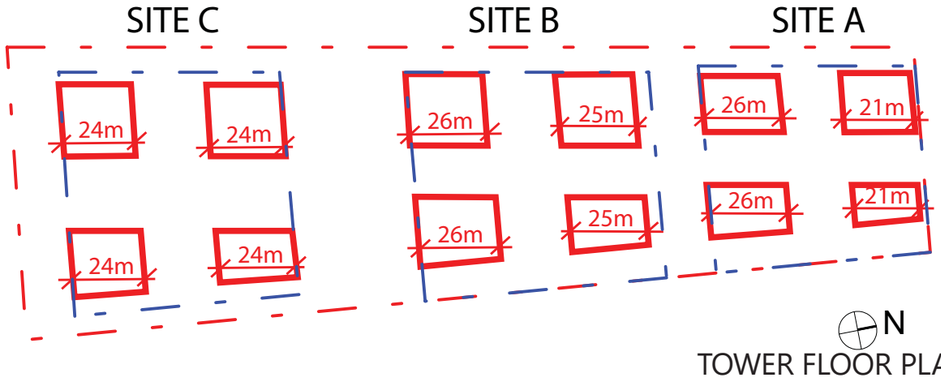

PODIUM REINFORCE - STREETSCAPE
- GOOD PODIUM ARTICULATION



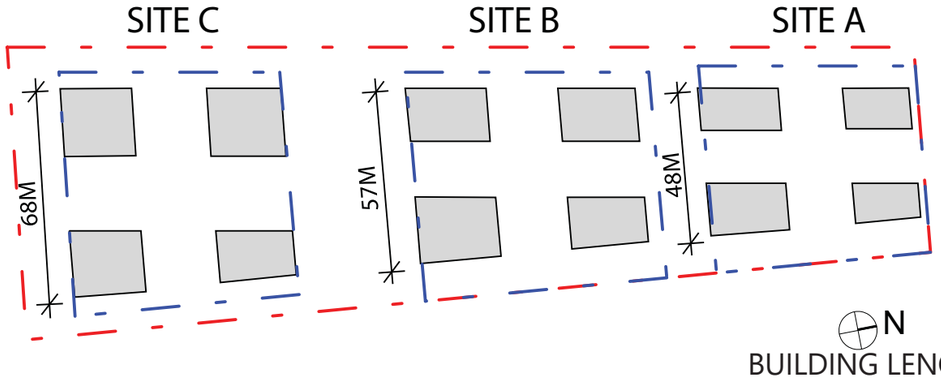

TOWER FLOOR PLATES
- SMALLER FLOOR PLATE SIZE
- POOR TOWER EFFICIENCY




SOLAR AMENITIES
- GOOD SOLAR AMENITIES

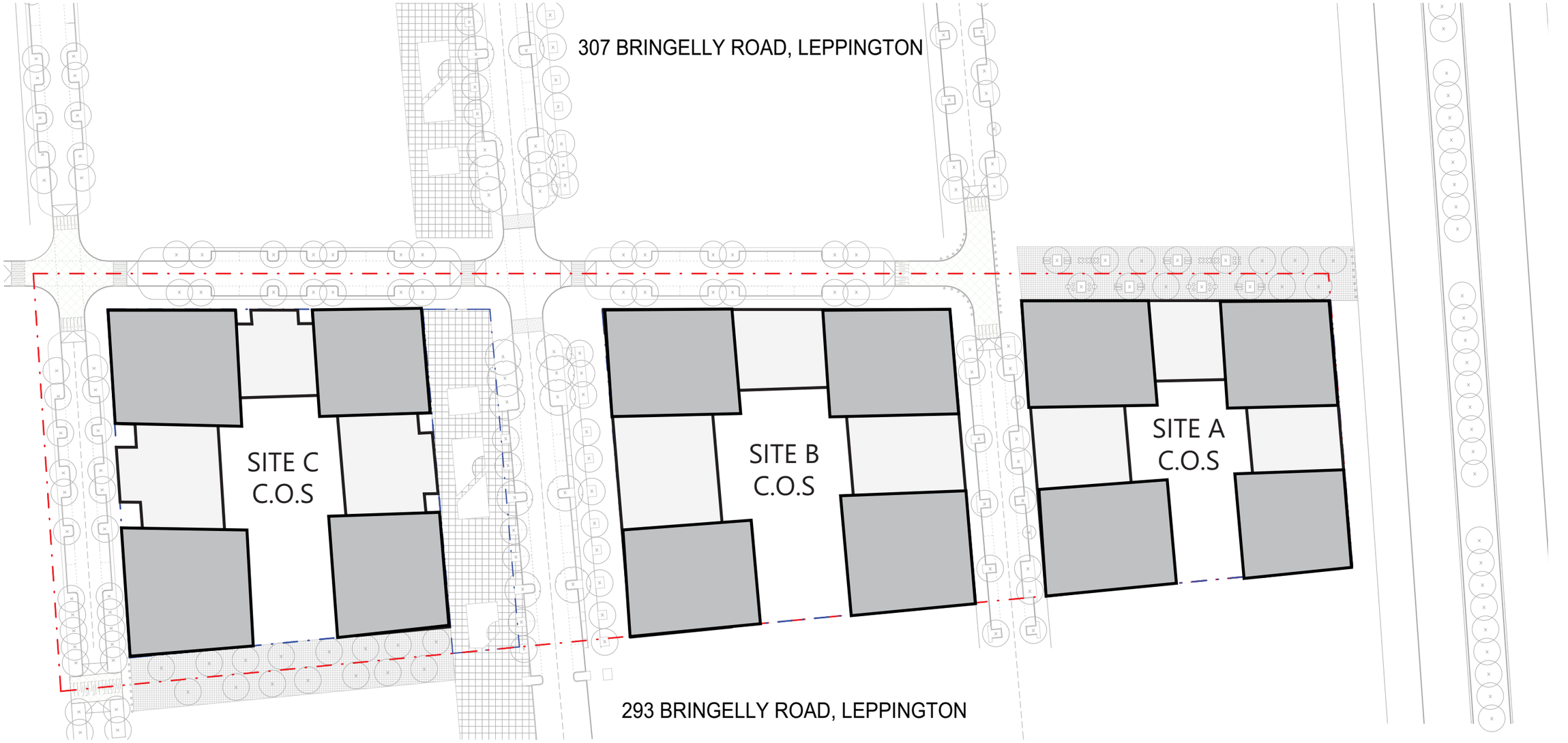



TOWER FLOOR PLATES
- GOOD BUILDING DEPTH
- GOOD VENTILATION
- GOOD TOWER ARTICULATION




BUILDING LENGTH
- GOOD BUILDING LENGTH

## 5.3 DESIGN PRINCIPLES - C SHAPED OPTION




SMALLER TOWERS ABOVE BLOCK DEFINING PODIUM

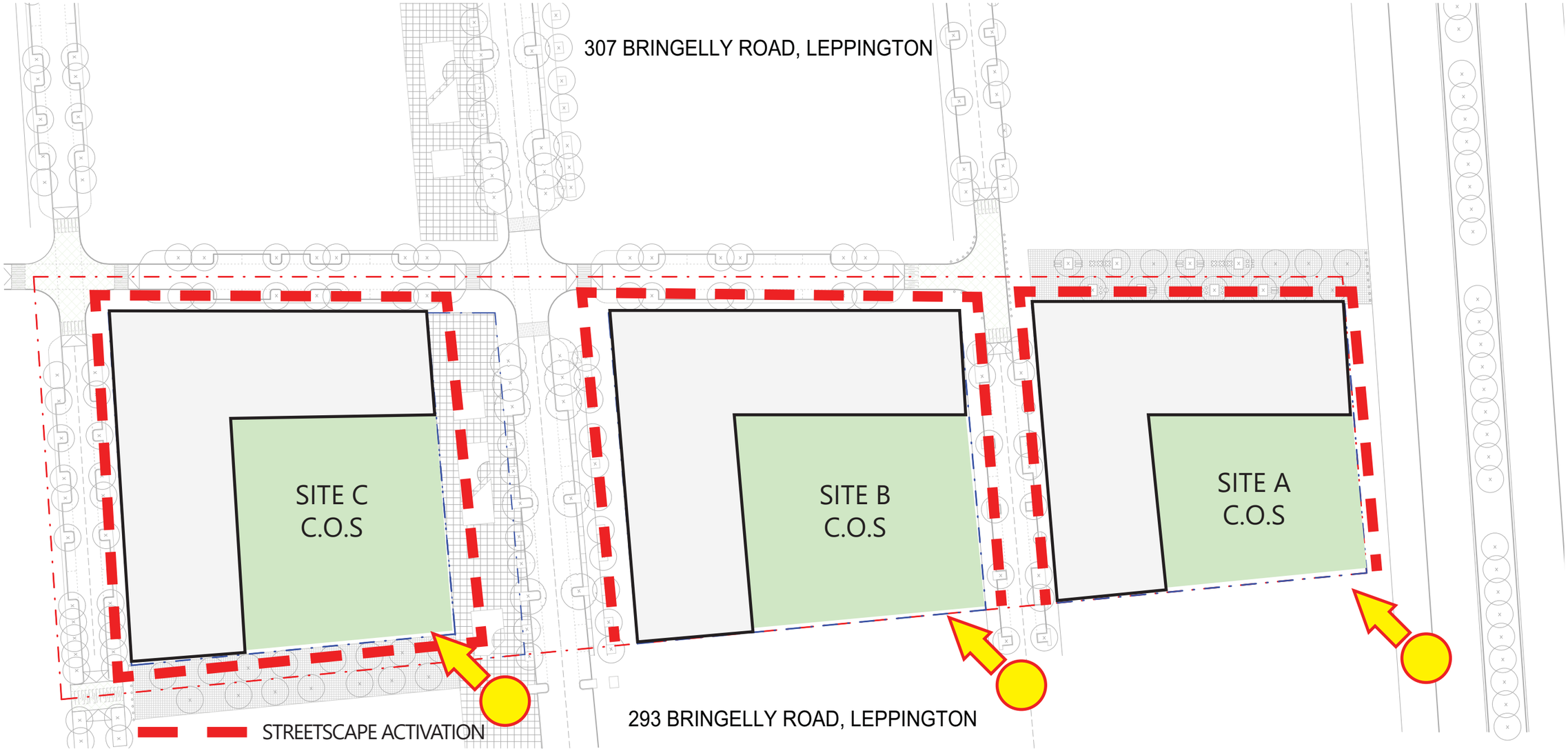
N

- SITE BOUNDARY
- SITE SUB-DIVISION BOUNDARY
- SETBACK LINE
- SITE A / SITE B / SITE C

# 5.4 TOWER MASSING PRINCIPLES - C SHAPED OPTION

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

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## Massing Principles

In evolving the benchmark design we have considered options for the utilisation of the site. These options consider the following principles:

- Defining and reinforcing the street grid and streescape through block-defining podium massing.
- Provision of communal open space on ground with buildings defining these spaces.
- Orientation of buildings to maximise solar access to ground floor COS.
- Composition of buildings to maximise solar access to public plazas.
- Composition of buildings to maximise compliance with ADG requirements.
- Composition of buildings to maximise compliance with DCP controls.
- Site planning to maximise retail articulation servicing and building entry.

Based on the above we explored a '**C-shaped**' option.

- Building massing reinforces streetscape
- Building massing defines C.O.S on ground
- Building massing activates retail streetscape

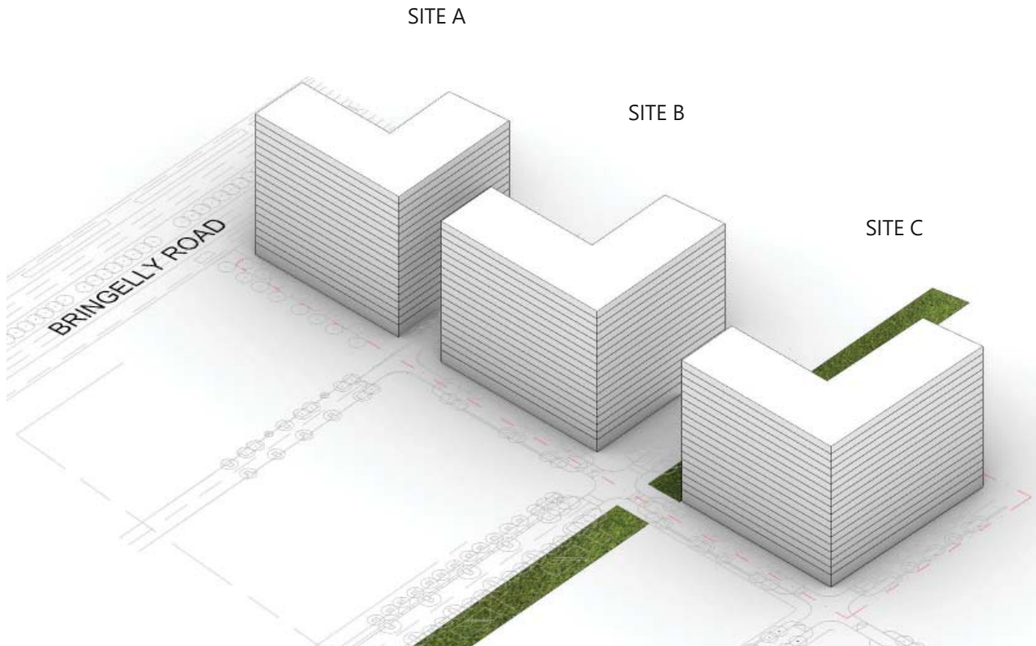
N

SITE BOUNDARY
SITE SUB-DIVISION BOUNDARY
SETBACK LINE
SITE A / SITE B / SITE C

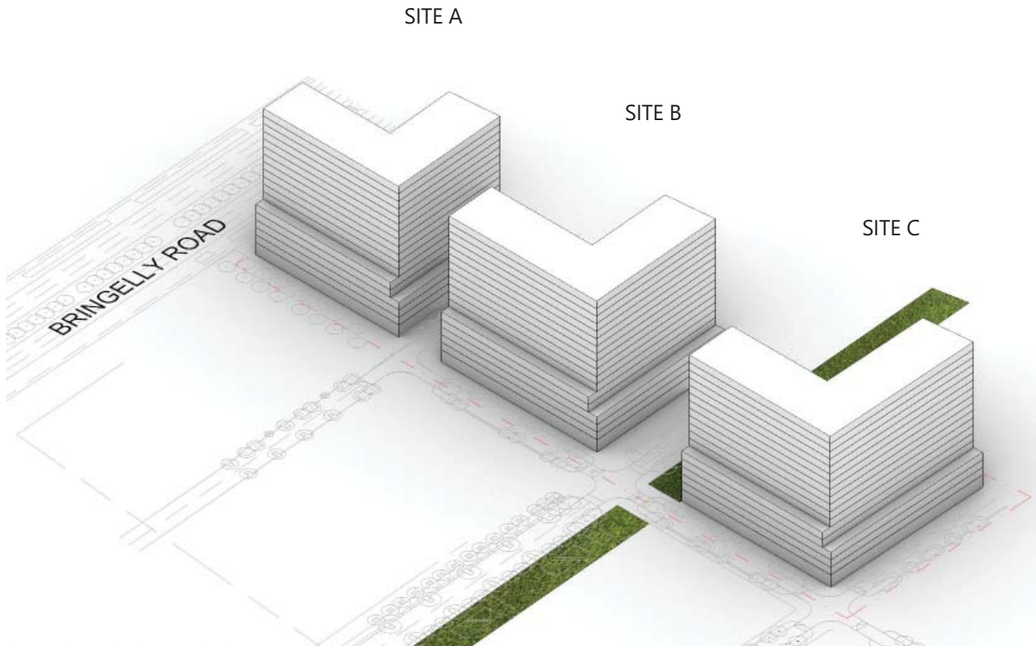
# 5.5 BUILDING MASSING PRINCIPLES - L SHAPED OPTION

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

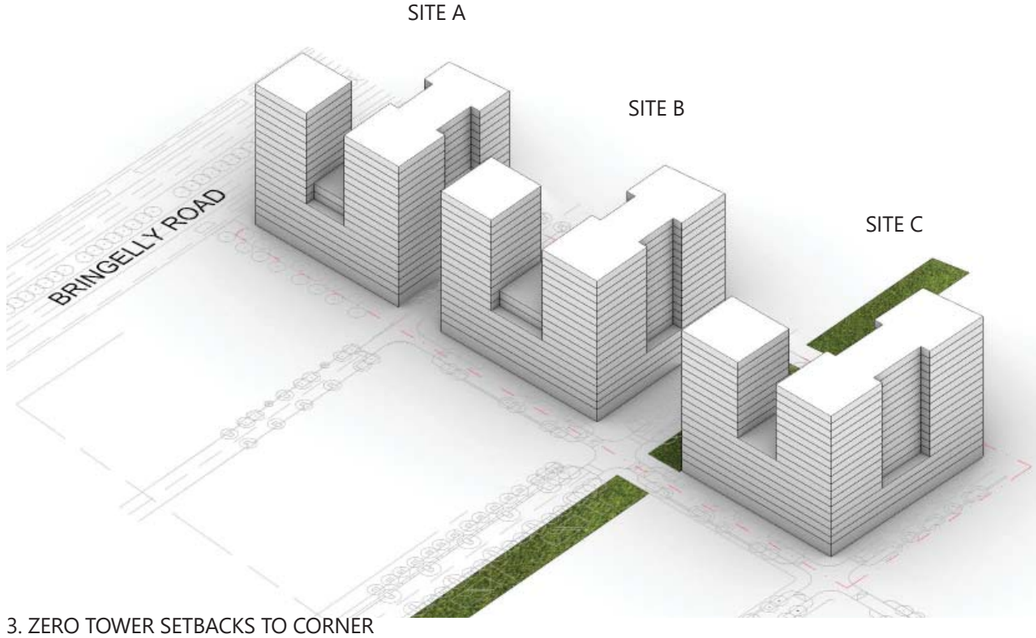
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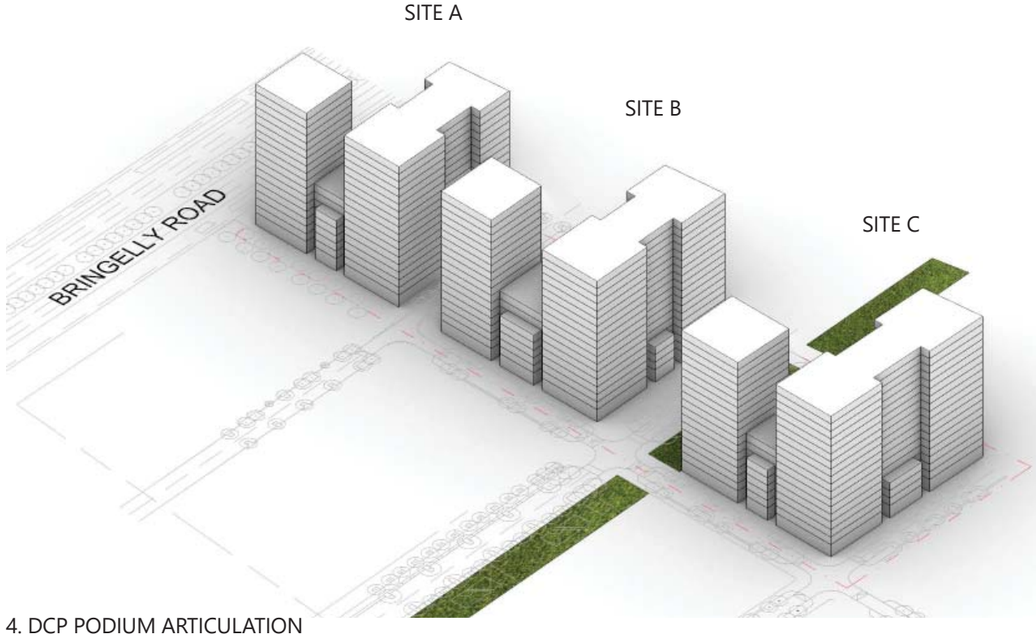

1. BASE BUILDING MASSING




2. ADG / DCP SETBACKS




3. ZERO TOWER SETBACKS TO CORNER

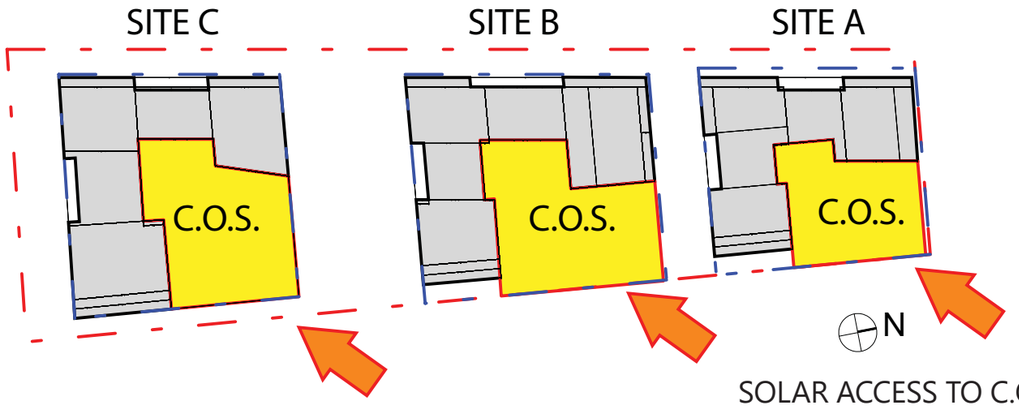



4. DCP PODIUM ARTICULATION

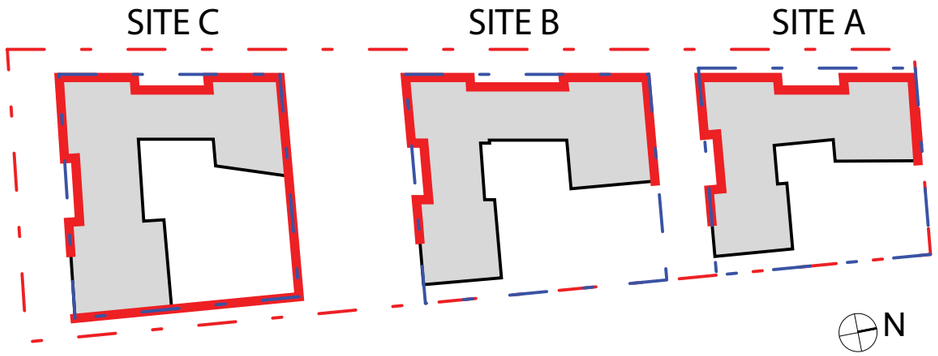
# 5.6 DCP ENVELOPE CONTROLS - L SHAPED OPTION

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

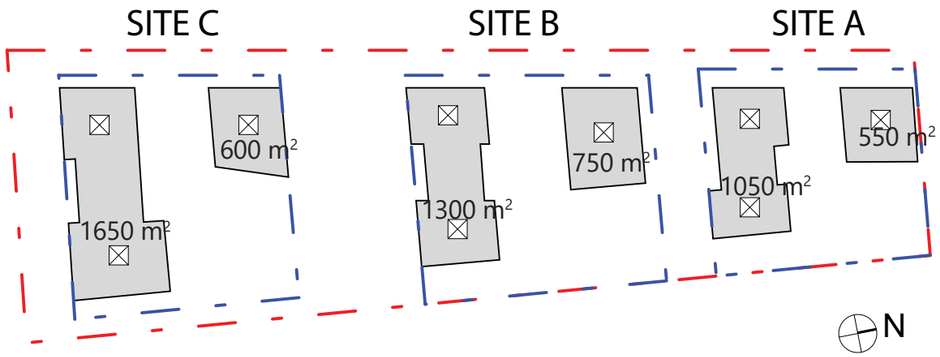
tony owen ptnrs



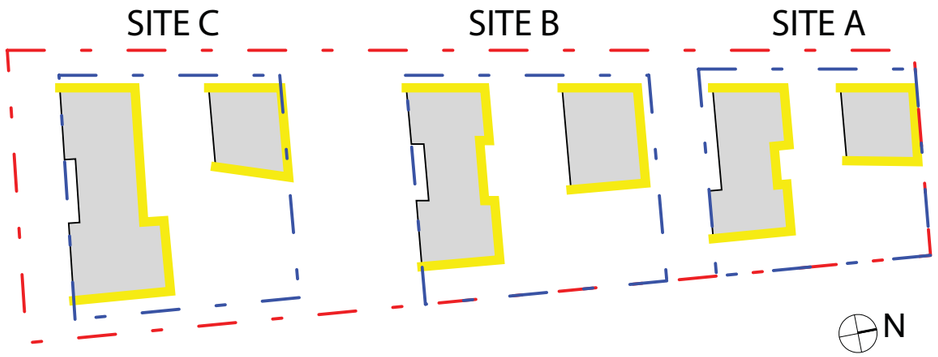

SOLAR ACCESS TO C.O.S.
- GOOD ACCESS



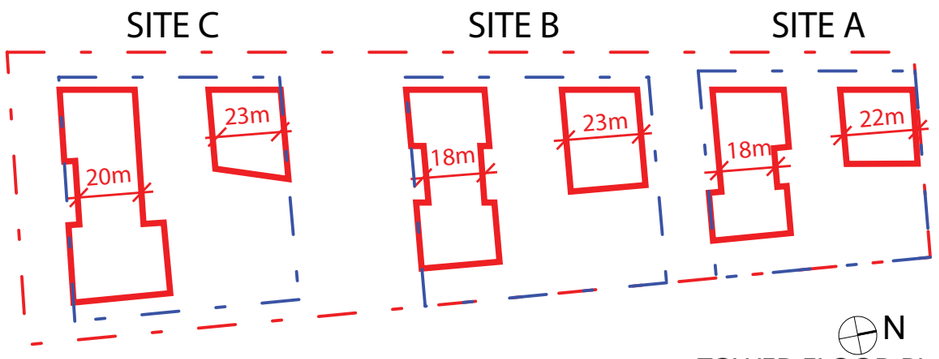

PODIUM REINFORCE - STREETSCAPE
- GOOD PODIUM ARTICULATION



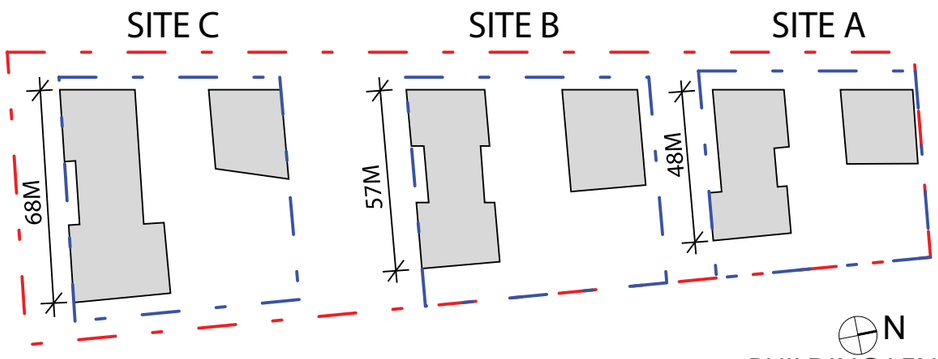

TOWER FLOOR PLATES
- MODERATE FLOOR PLATE SIZE
- MODERATE TOWER EFFICIENCY




SOLAR AMENITIES
- GOOD SOLAR AMENITIES

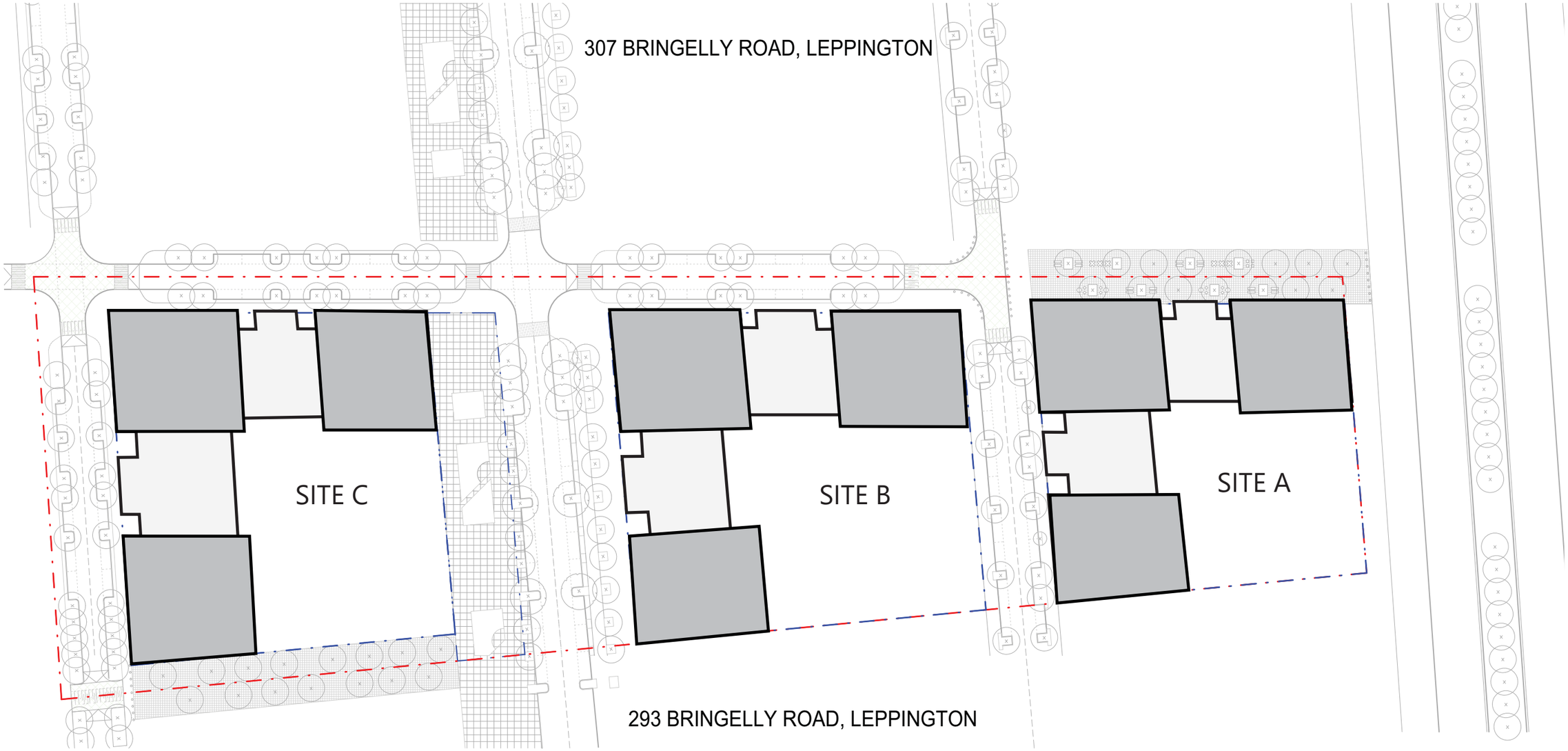



TOWER FLOOR PLATES
- GOOD BUILDING DEPTH
- GOOD VENTILATION
- GOOD TOWER ARTICULATION




BUILDING LENGTH
- GOOD BUILDING LENGTH

# 5.7 DESIGN PRINCIPLES - L SHAPED OPTION




LARGER TOWERS ABOVE BLOCK DEFINING PODIUM

N

SITE BOUNDARY
SITE SUB-DIVISION BOUNDARY
SETBACK LINE
SITE A / SITE B / SITE C

# 5.8 TOWER MASSING PRINCIPLES - C SHAPED OPTION

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

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## OPTION 1 – C Shape

| DESIGN ISSUE | PERFORMANCE | SCORE |
|---|---|---|
| DCP Podium Massing & Articulation | Good Articulation | ✓ |
| DCP Podium Setbacks | Good Overall Compliance | ✓ |
| DCP Tower Massing & Articulation | Good Articulation | ✓ |
| DCP Tower Setbacks & Separation | Good | ✓ |
| Retail Frontage/Activation | Good | ✓ |
| Tower Building Length | Good | ✓ |
| Building Depth/Natural Ventilation | Good | ✓ |
| Communal Open Space on Ground | Good | ✓ |
| COS on Ground – Solar Access | Poor | ✗ |
| Public Plaza – Solar Access | Poor | ✗ |
| Yield | Good | ✓ |
| Tower Floor plate Size | Small Tower Floor Plate | ✓ |
| Tower Floor plate efficiency | Poor | ✗ |
| Units – Solar Amenity | Good | ✓ |
| Massing & Scale | Poor | ✗ |

## TOTAL SCORE 11/15

The above schedule outlines a performance assessment of the potential planning options. It demonstrates that option 2 - L shape concept is a superior outcome in most aspects. On this basis we have adopted the option 2

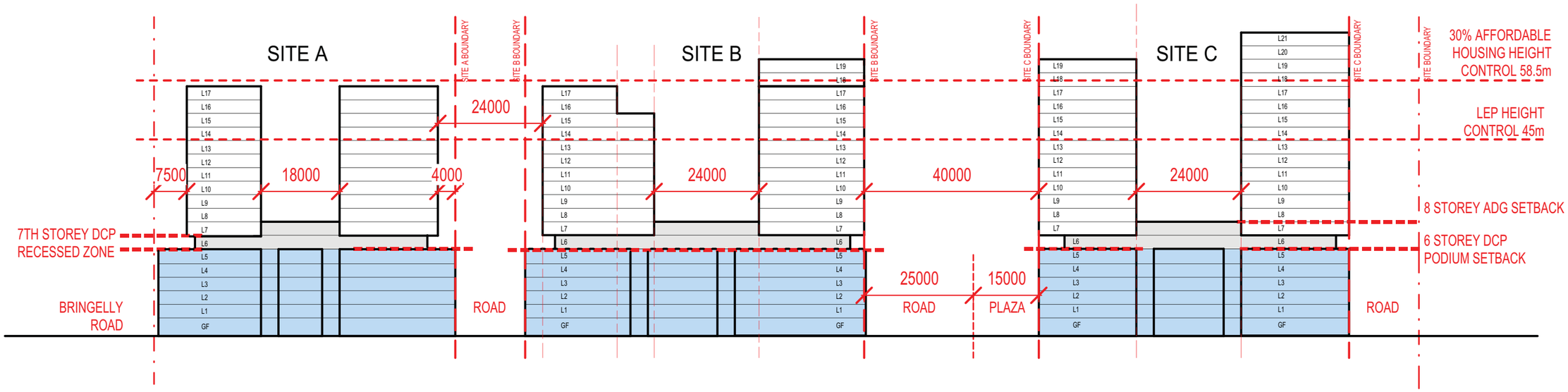
## OPTION 2 – L Shape

| DESIGN ISSUE | PERFORMANCE | SCORE |
|---|---|---|
| DCP Podium Massing & Articulation | Good Articulation | ✓ |
| DCP Podium Setbacks | Good Overall Compliance | ✓ |
| DCP Tower Massing & Articulation | Good Articulation | ✓ |
| DCP Tower Setbacks & Separation | Good | ✓ |
| Retail Frontage/Activation | Good | ✓ |
| Tower Building Length | Good | ✓ |
| Building Depth/Natural Ventilation | Good | ✓ |
| Communal Open Space on Ground | Good | ✓ |
| COS on Ground – Solar Access | Good | ✓ |
| Public Plaza – Solar Access | Good | ✓ |
| Yield | Good | ✓ |
| Tower Floor plate Size | Fail | ✓ |
| Tower Floor plate efficiency | Good | ✓ |
| Units – Solar Amenity | Good | ✓ |
| Massing & Scale | Good | ✓ |

## TOTAL SCORE 15/15

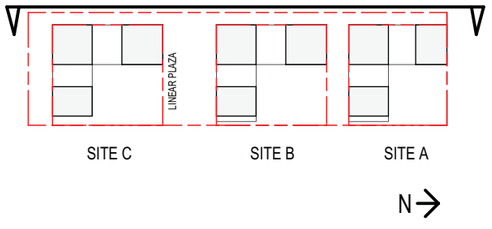
# 6.0 PREFEREED SCHEME CONCEPT DESIGN

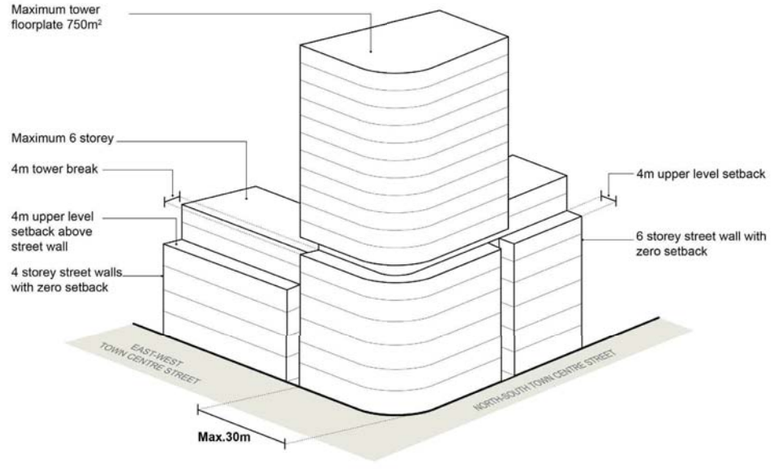
- Based on L-shaped concept
- 22 storey maximises height complies with LEP height control, which allows for a carbon incentive. The Carbon Incentive allows for a maximum 22 storey. This allows flexibility for localised height points and reduced height in other areas for massing variety.
- Design based on principles and controls set out on the proposed LEP and DCP guidelines
- FSR complies with the proposed LEP plus 20%
- FSR based on developable area which excludes the main roads and public plaza.
- Building massing and articulation based on principles and controls set out on the proposed DCP guidelines
- Building design based on the principles of ADG as demonstrated by attached diagrams.
- The design assumes the Low Carbon incentive but does not incorporate the council affordable housing bonus




1 ELEVATION ARTICULATION DIAGRAM

1 : 500@A1

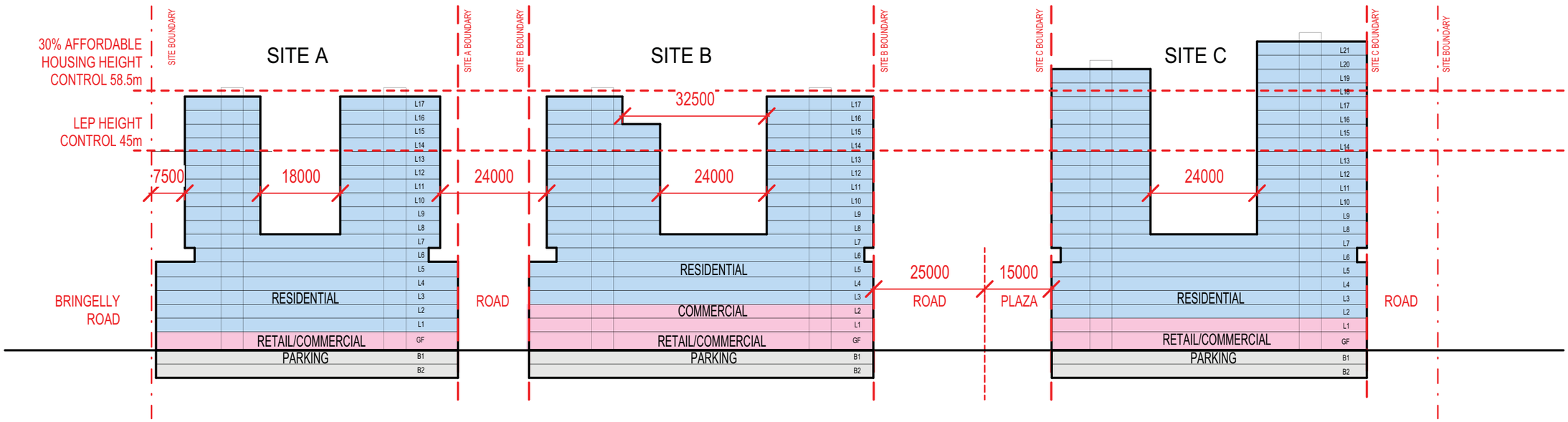



# 6.1 ELEVATION ARTICULATION DIAGRAM

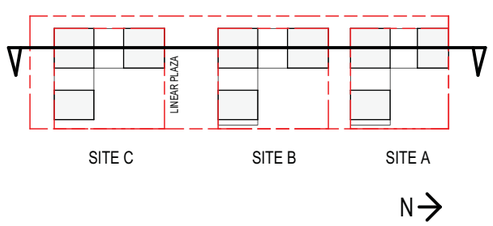
| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

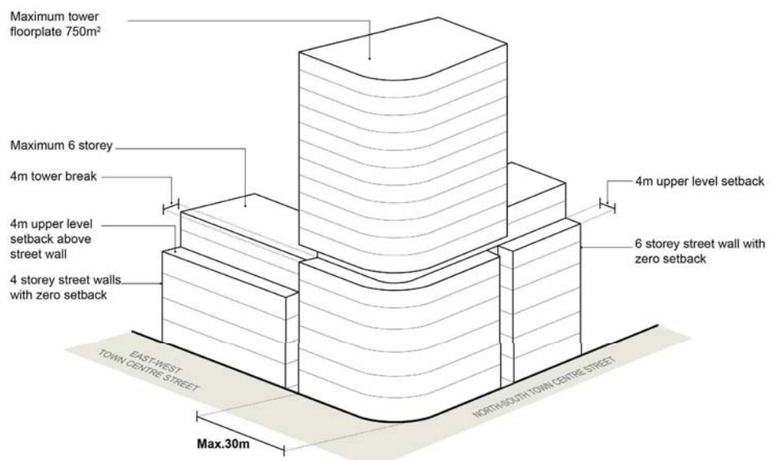
tony owen ptnrs




1 NORTH/SOUTH SECTION DIAGRAM

1 : 500@A1

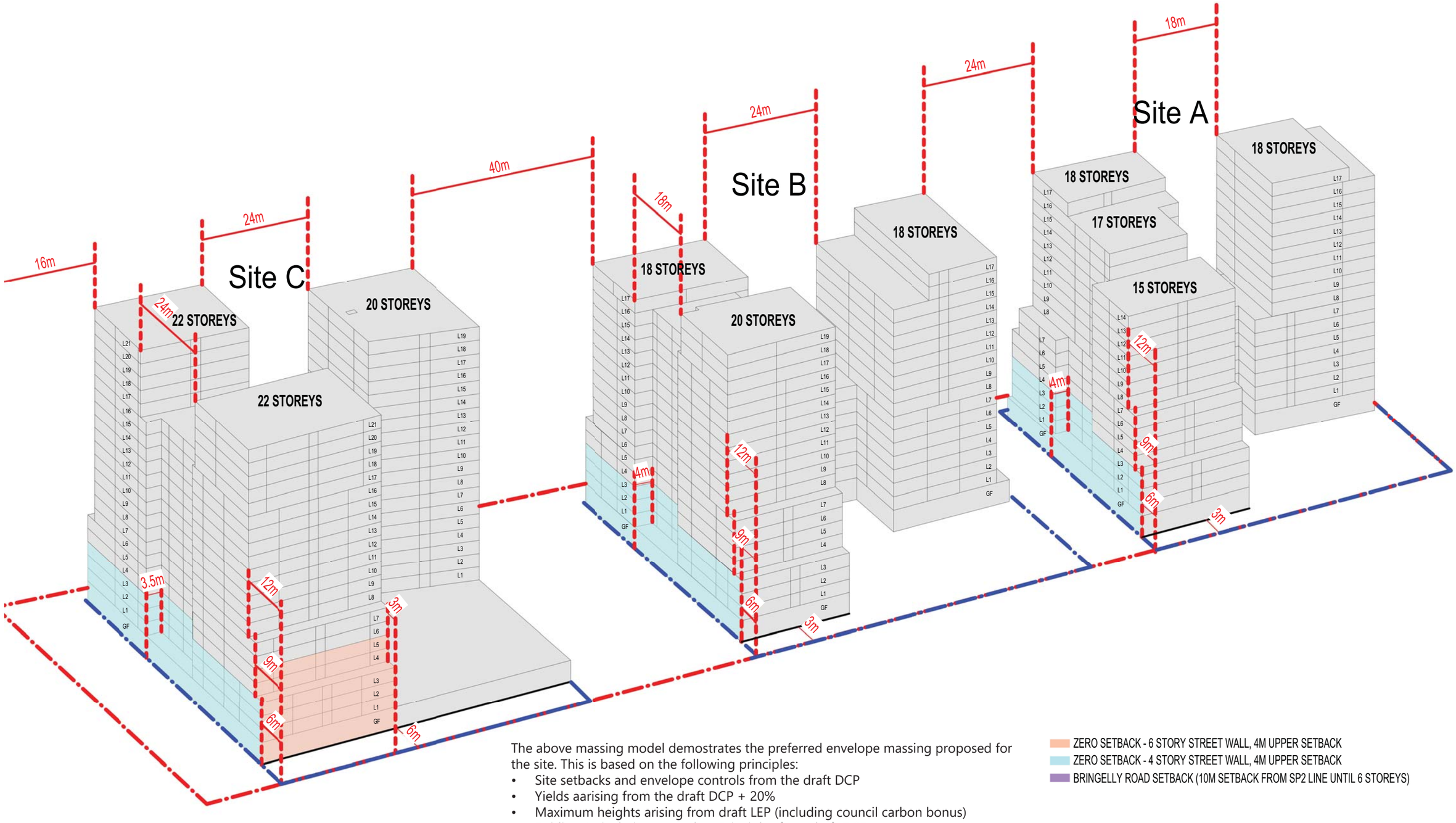



# 6.2 NORTH-SOUTH SECTION DIAGRAM

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

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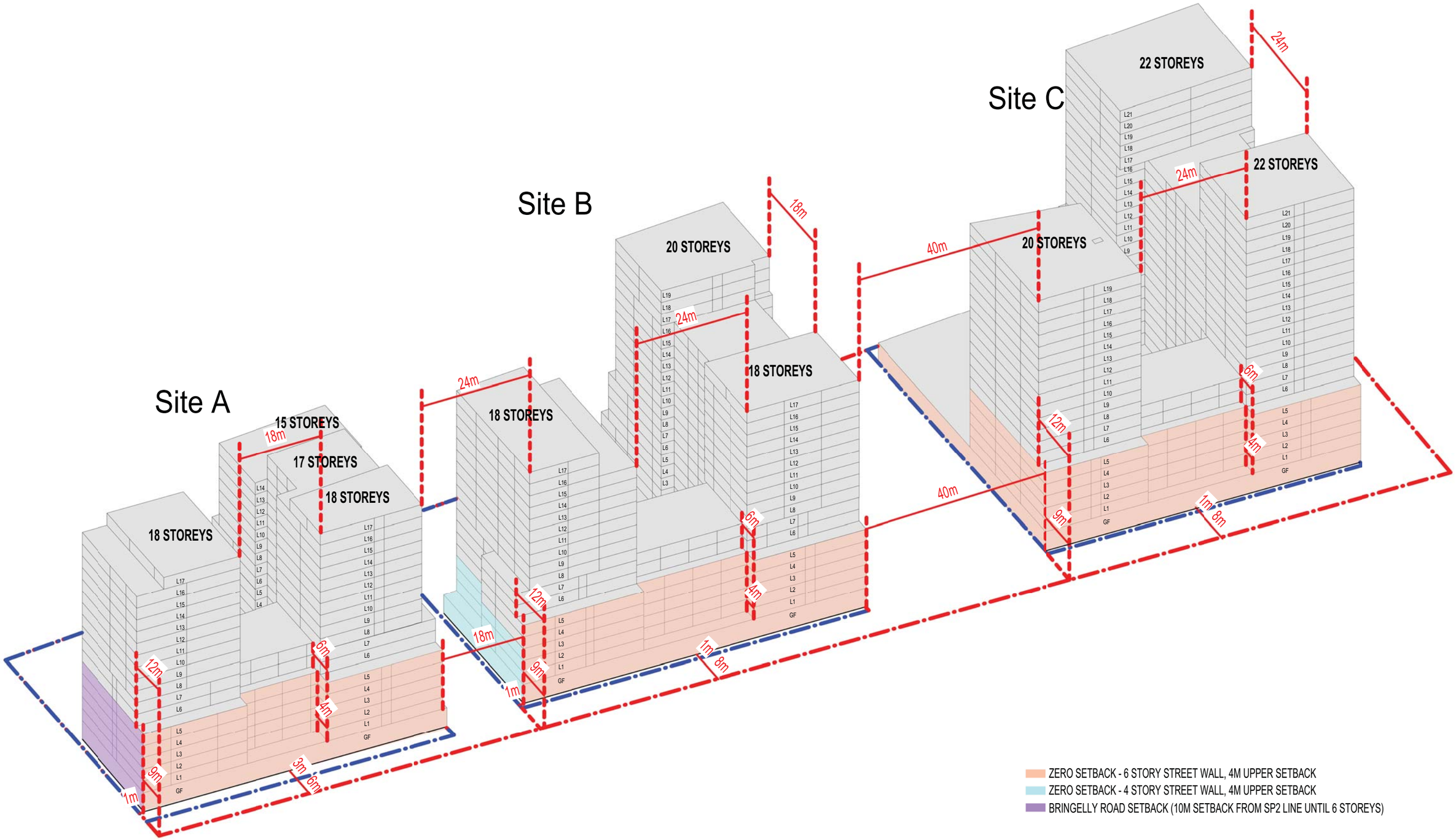



The above massing model demostrates the preferred envelope massing proposed for the site. This is based on the following principles:

- Site setbacks and envelope controls from the draft DCP
- Yields aarising from the draft DCP + 20%
- Maximum heights arising from draft LEP (including council carbon bonus)
- Buiding Articulation controls + Principles from draft DCP
- A careful detailed analysis of solar amenity sharing with potential future development at adjoining sites - see following studies.
- ADG building seperations and other controls
- Maximum footprint area from DCP
- Overshadowing studies of communal open space + Public Plazas.
- Streetscape, massing and view analysis

ZERO SETBACK - 6 STORY STREET WALL, 4M UPPER SETBACK
ZERO SETBACK - 4 STORY STREET WALL, 4M UPPER SETBACK
BRINGELLY ROAD SETBACK (10M SETBACK FROM SP2 LINE UNTIL 6 STOREYS)

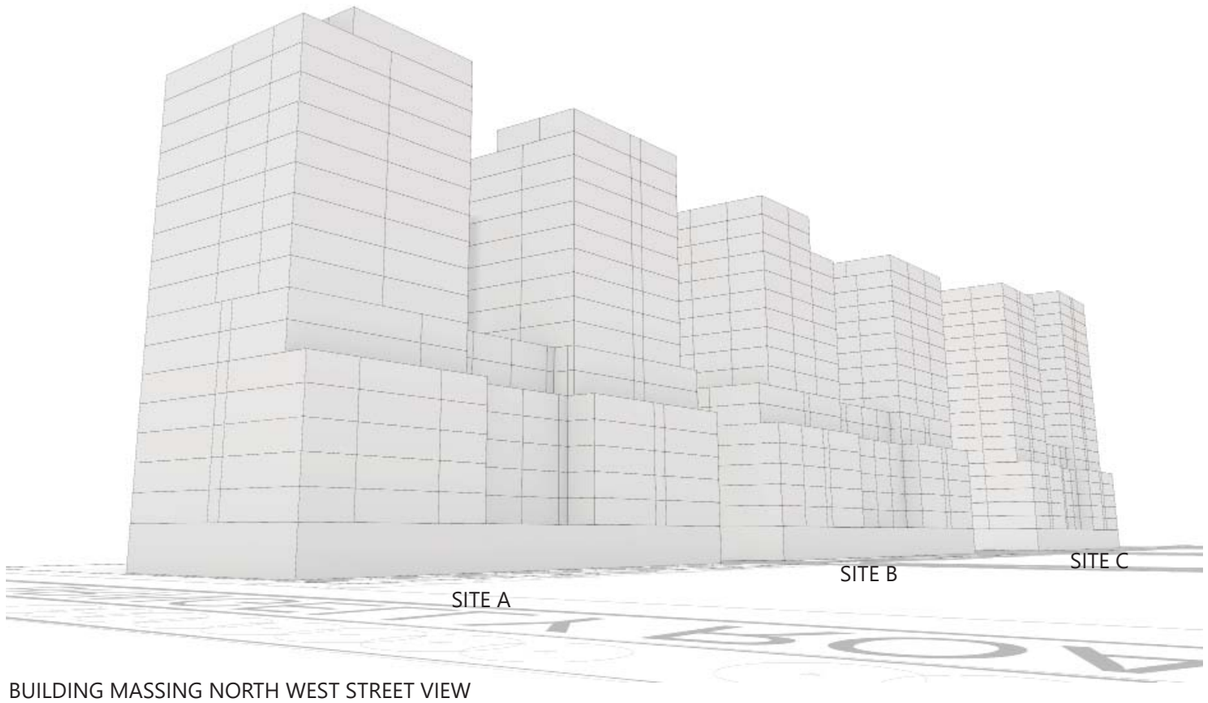
# 6.3 SETBACK DIAGRAM BUILDING ENVELOPE



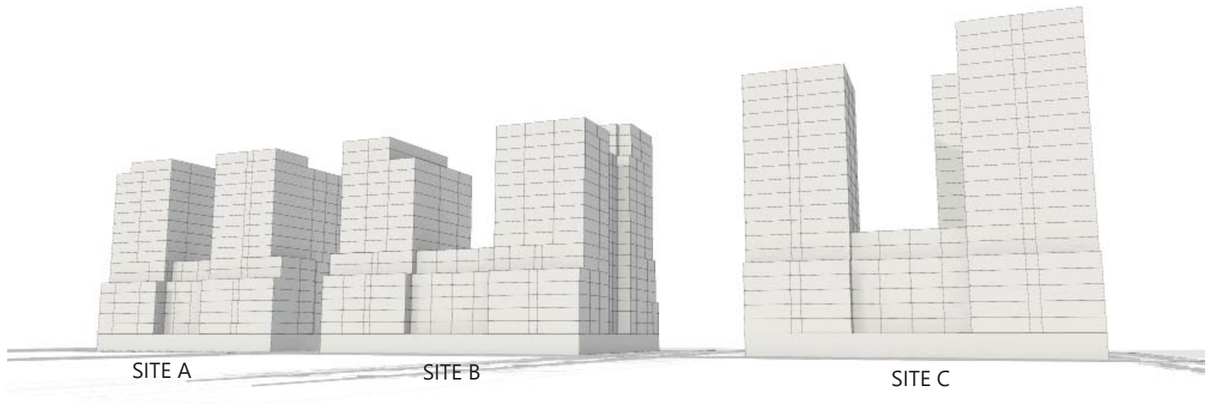

# 6.4 SETBACK DIAGRAM BUILDING ENVELOPE

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
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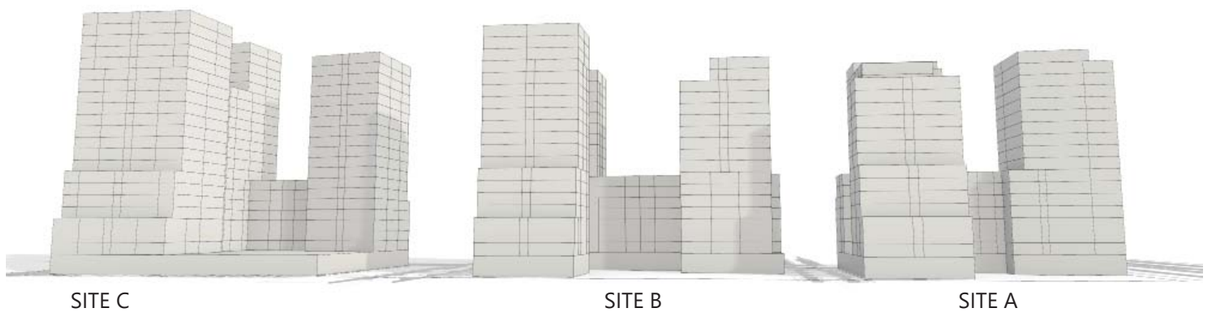
tony owen ptnrs



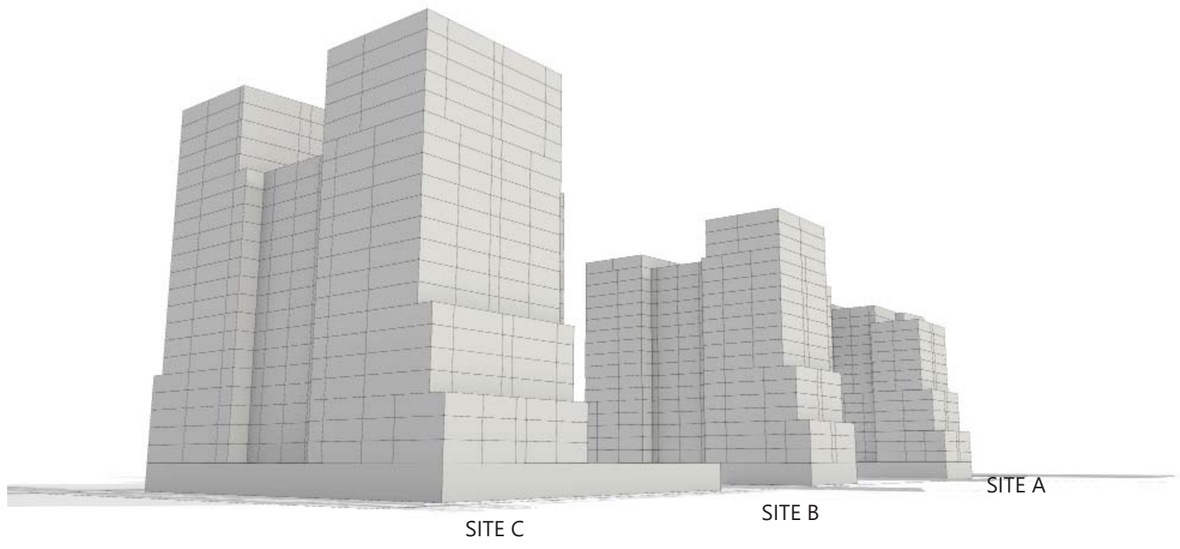

BUILDING MASSING NORTH WEST STREET VIEW




BUILDING MASSING WEST STREET VIEW

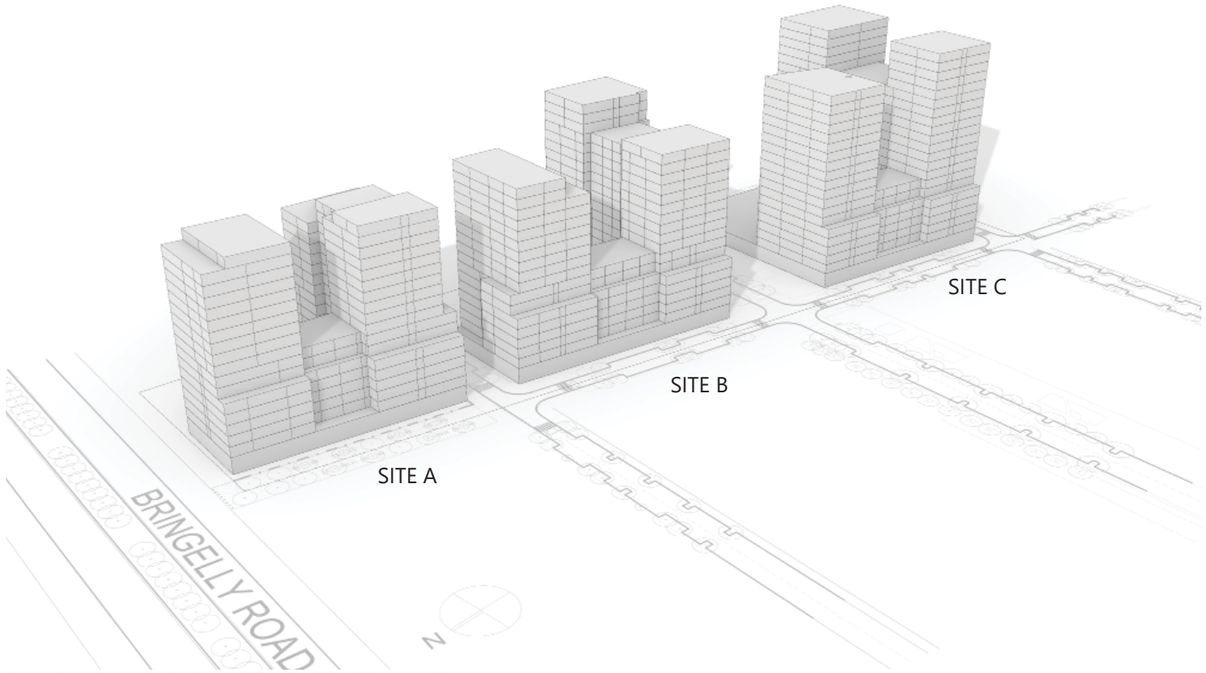



BUILDING MASSING EAST STREET VIEW

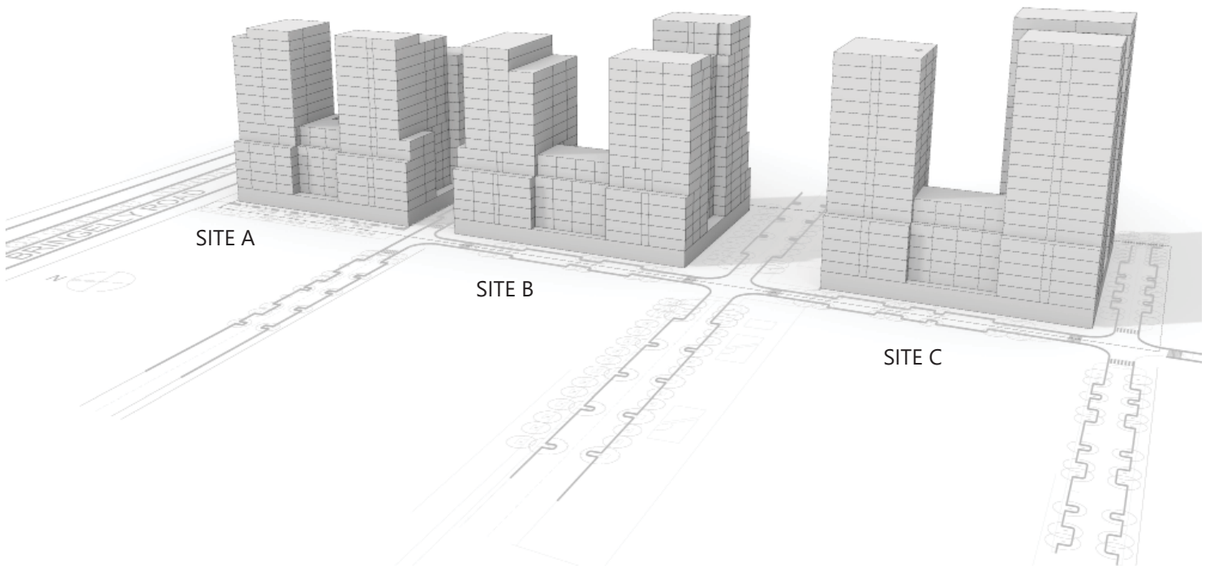



BUILDING MASSING SOUTH EAST STREET VIEW

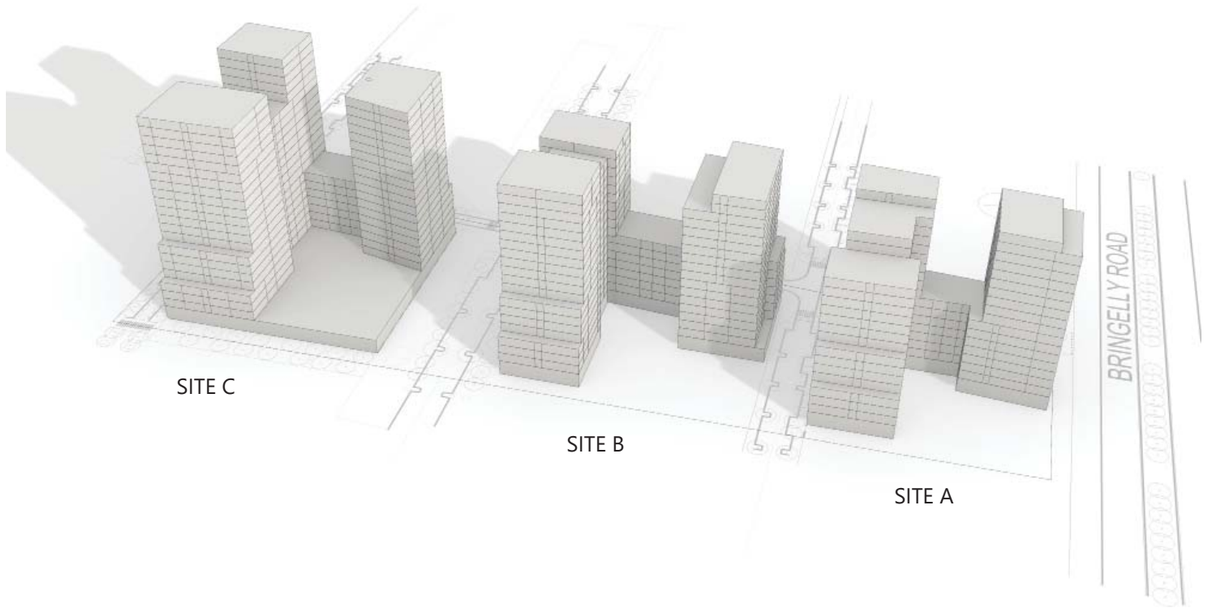
# 6.5 BUILDING MASSING STREET VIEWS



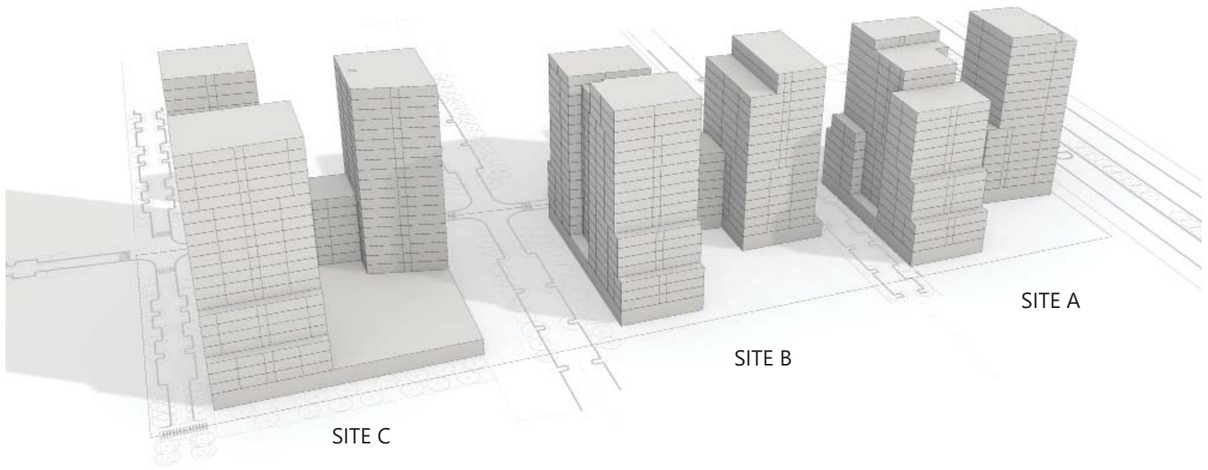

BUILDING MASSING NORTH EAST AERIAL VIEW




BUILDING MASSING WEST AERIAL VIEW




BUILDING MASSING EAST AERIAL VIEW

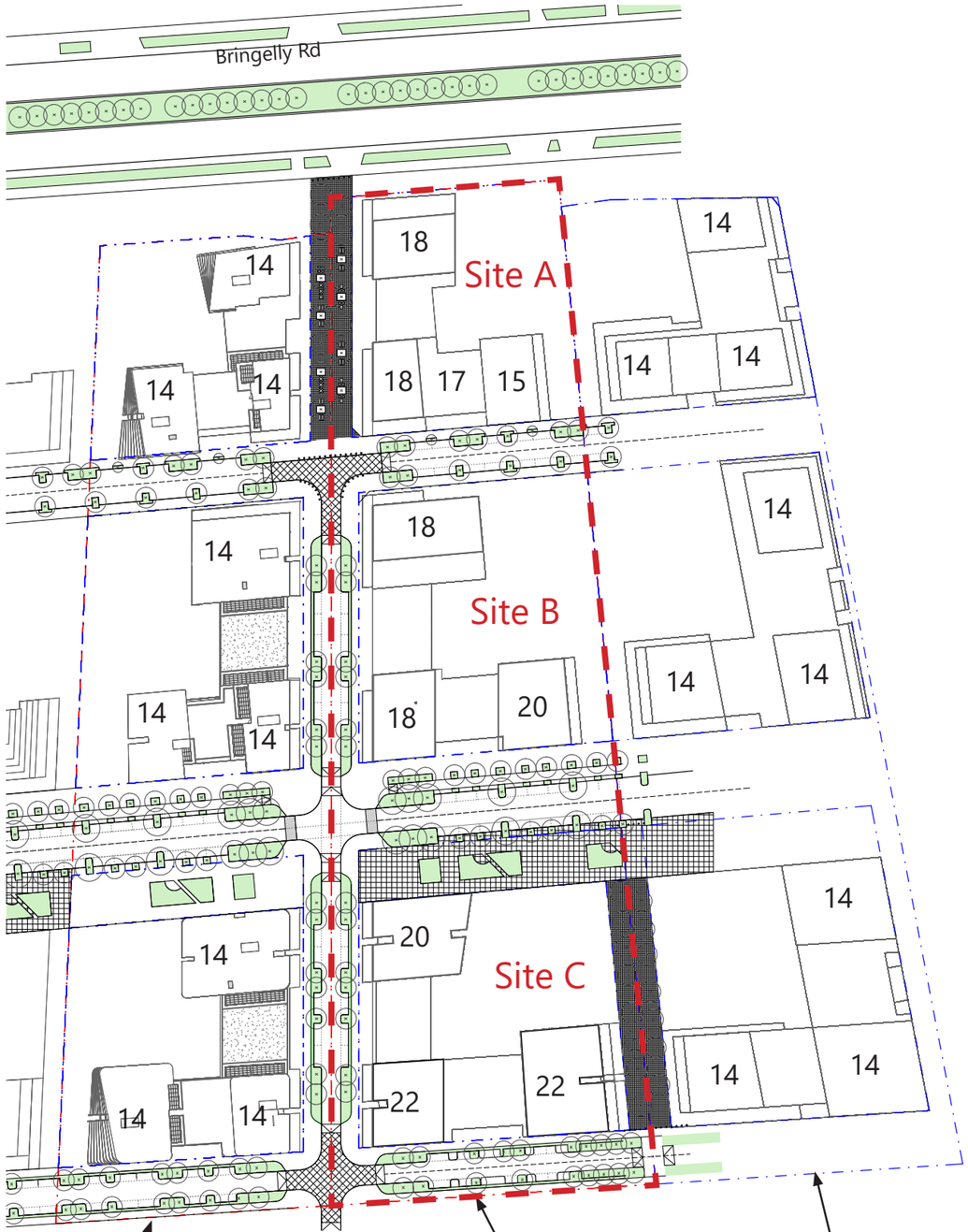



BUILDING MASSING SOUTH EAST AERIAL VIEW

# 6.6 BUILDING MASSING AERIAL VIEWS

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| **LEPPINGTON SCOPING REPORT** | **A MOURCHED & G MOURCHED** | **297 BRINGELLY RD LEPPINGTON NSW 2179** | **JUNE 2025** |

tony owen ptnrs





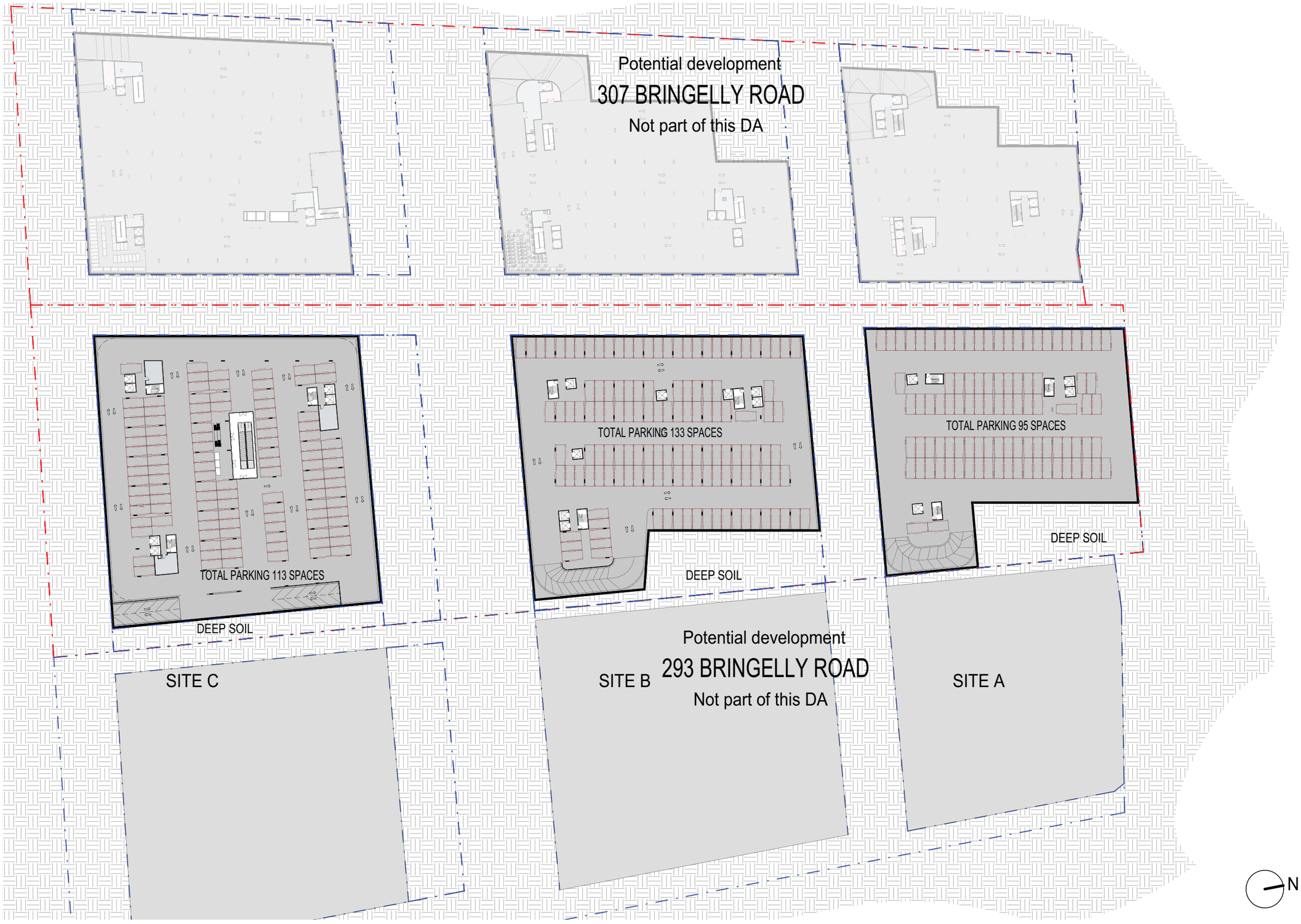

307 Bringelly Road Perspective Looking north towards Bringelly Road



307 Bringelly Road Perspective Looking south towards station

## Adjacent Site: 307 Bringelly Road

As noted above TOP is preparing in parallel the DA for the Adjacent site at 307 Bringelly Road. As a result we have designed both projects to minimise impacts and share amenities including.
Sharing of solar amenity to access both site achieve ADG compliance.
Sharing of views
cooperation on provision of road construction and access timeframe.



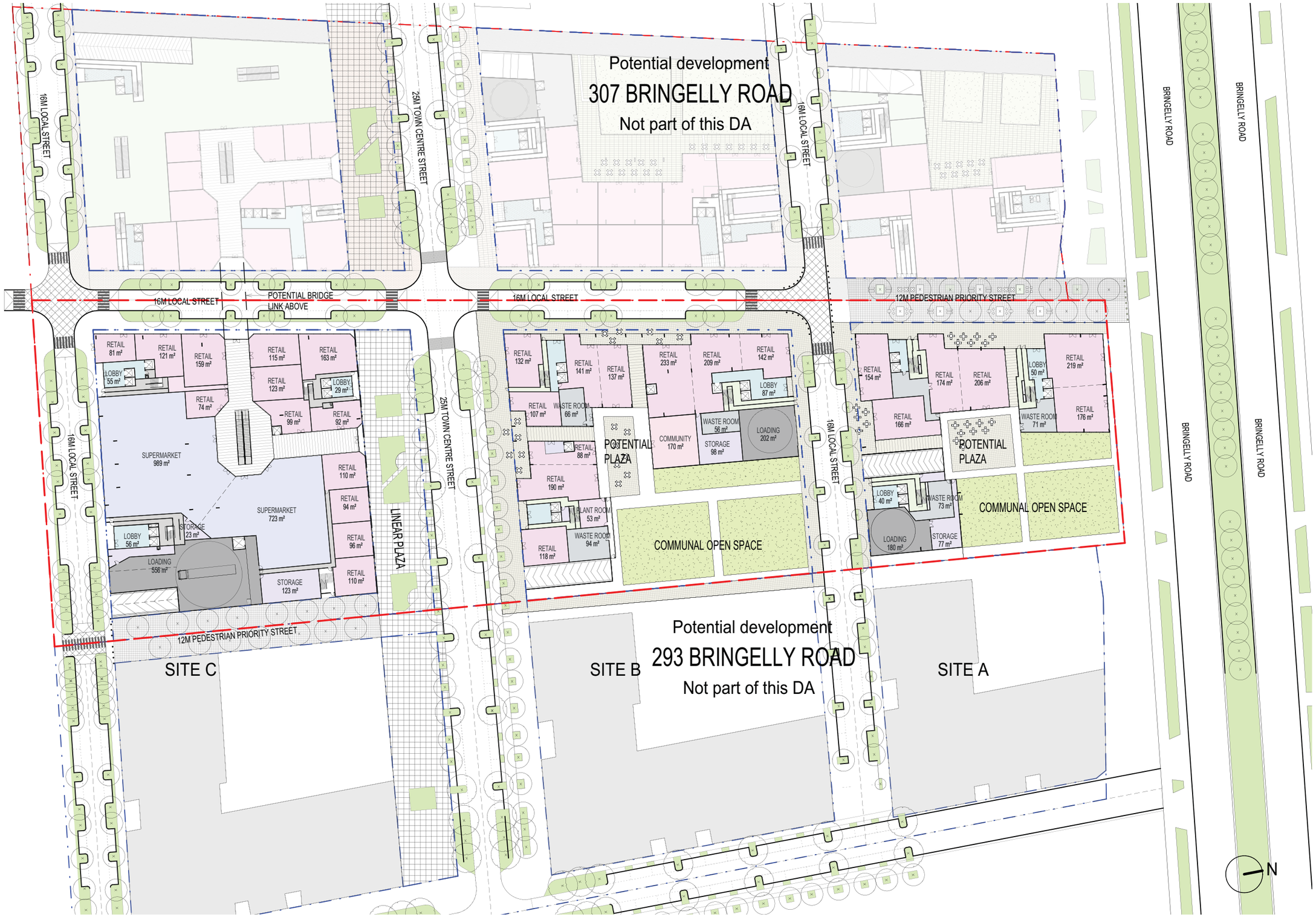

The following concept plans demonstrate the design concept layouts within the envelopes.

- It demonstrates the design concept
- it demonstrates how the design performs against ADG controls, yield analysis and general design principles.
- This concept will form the basis for a future DA.

# 6.8 COMBINED PLAN - BASEMENT

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

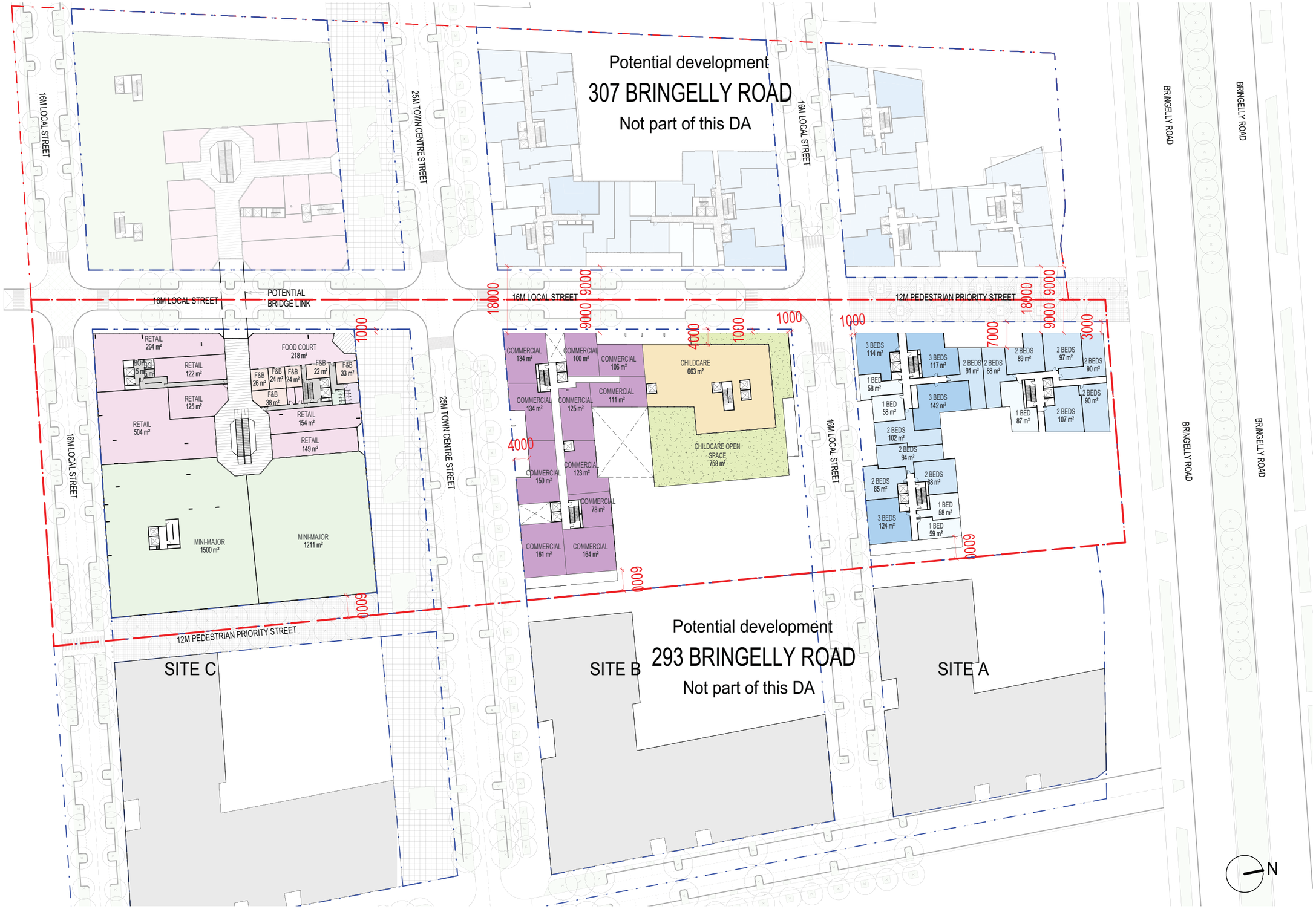
tony owen ptnrs




# 6.9 COMBINED PLAN - GROUND FLOOR

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

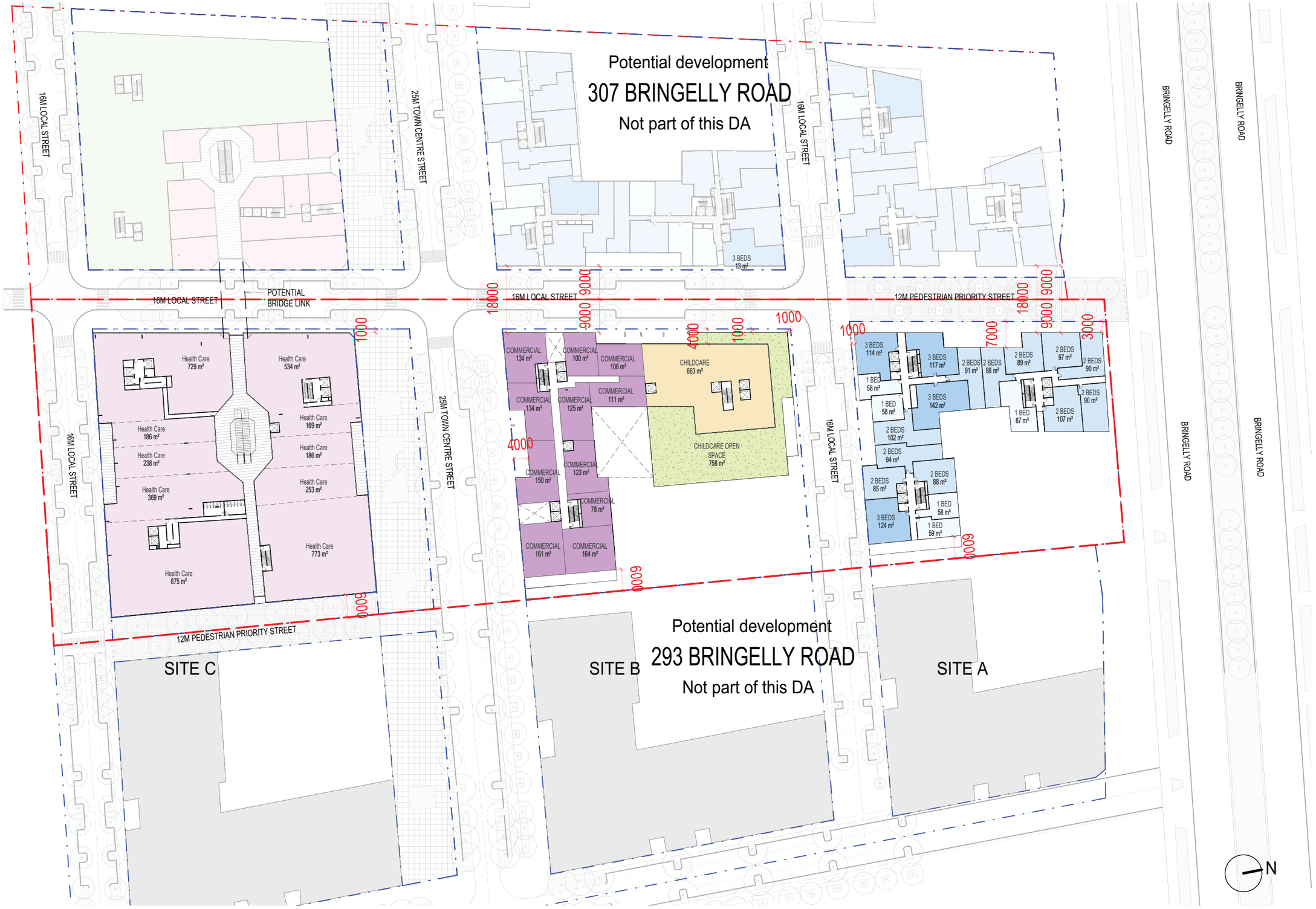
tony owen ptnrs




# 6.10 COMBINED PLAN - LEVEL 1

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

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# 6.11 COMBINED PLAN - LEVEL 1 (HEALTH CARE OPTION 2)

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

tony owen ptnrs




# 6.12 COMBINED PLAN - LEVEL 2

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

tony owen ptnrs

Potential development
307 BRINGELLY ROAD
Not part of this DA

16M LOCAL STREET
25M TOWN CENTRE STREET
16M LOCAL STREET
BRINGELLY ROAD
BRINGELLY ROAD
BRINGELLY ROAD
16M LOCAL STREET
16M LOCAL STREET
12M PEDESTRIAN PRIORITY STREET
16M LOCAL STREET
25M TOWN CENTRE STREET
16M LOCAL STREET
12M PEDESTRIAN PRIORITY STREET

SITE C
SITE B
SITE A

Potential development
293 BRINGELLY ROAD
Not part of this DA

N

# 6.13 COMBINED PLAN - LEVEL 3

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

tony owen ptnrs




# 6.14 COMBINED PLAN - LEVEL 4-5

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

tony owen ptnrs




# 6.15 COMBINED PLAN - LEVEL 6-7

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

tony owen ptnrs




# 6.16 COMBINED PLAN - LEVEL 8-14

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

tony owen ptnrs




# 6.17 COMBINED PLAN - LEVEL 15

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

tony owen ptnrs




# 6.18 COMBINED PLAN - LEVEL 16

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

tony owen ptnrs




# 6.19 COMBINED PLAN - LEVEL 17

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

tony owen ptnrs




# 6.20 COMBINED PLAN - LEVEL 18-19

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

tony owen ptnrs




# 6.21 COMBINED PLAN - LEVEL 20-21

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

tony owen ptnrs




# 6.22 COMBINED PLAN - ROOF

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

tony owen ptnrs



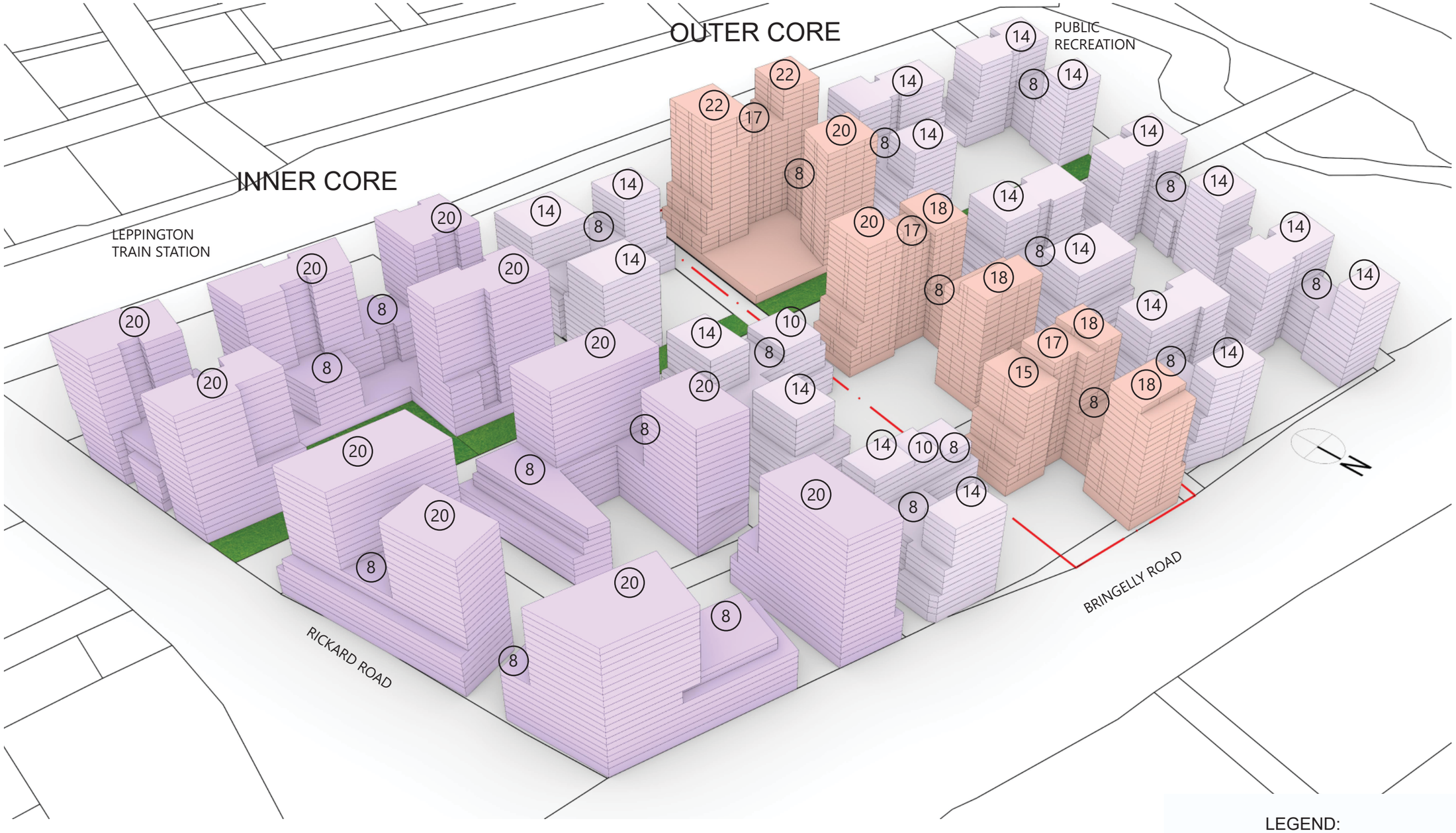

1 URBAN FABRIC STUDY - SITE PLAN
1 : 1000@A1 1 : 2000@A3

These diagrams show the proposed massing in the context of future development of adjoining sites based on the draft LEP+DCP. It demonstrates that the massing is a consistent contextual fit with the future character of the area and highlights the shadow impacts between the sites.

# 6.23 URBAN FABRIC STUDY - SITE PLAN (PROPOSED LEP)

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

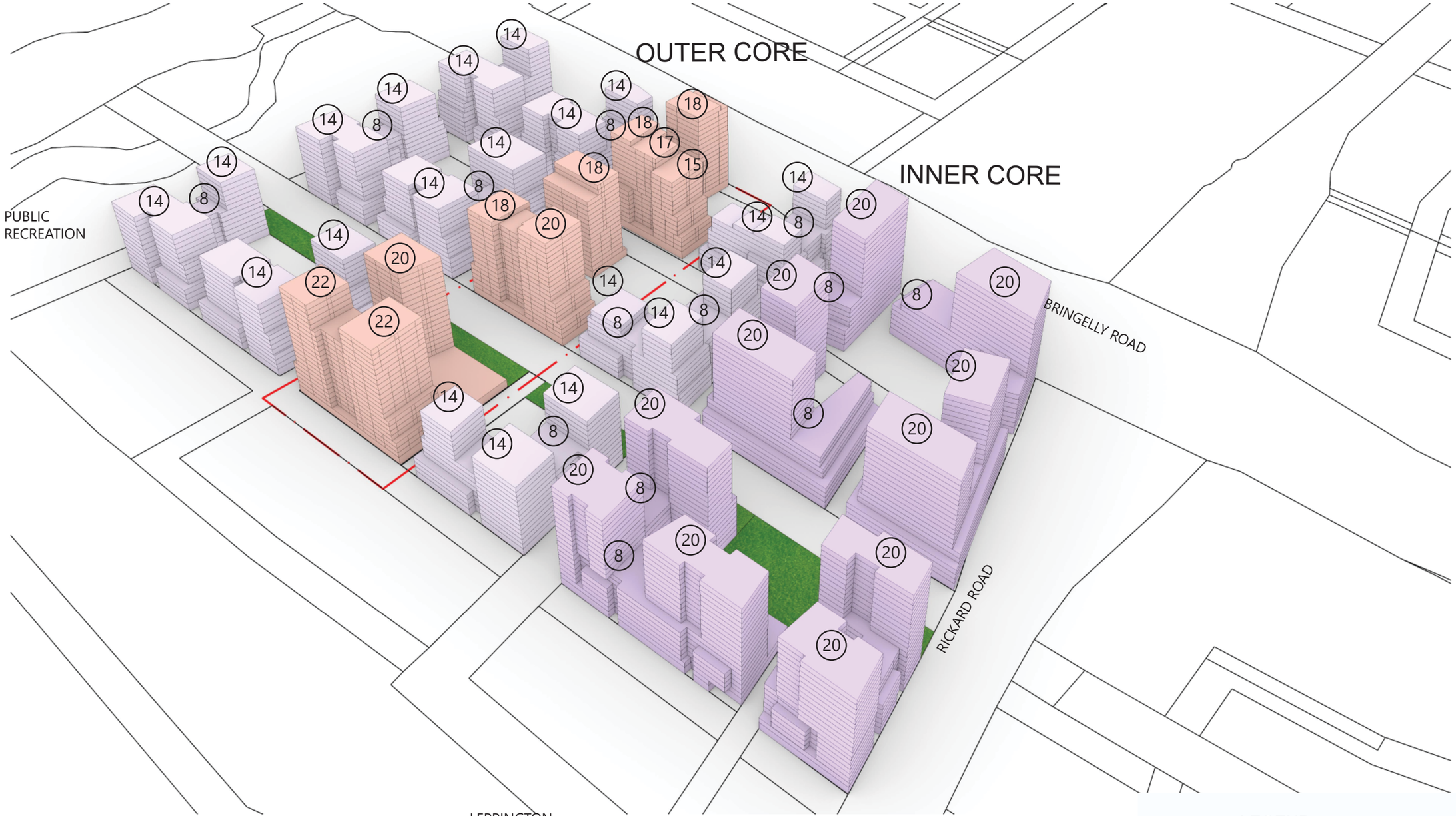
tony owen ptnrs




# 6.24 URBAN FABRIC STUDY - 3D MASSING VIEW_NORTH EAST (PROPOSED LEP)

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

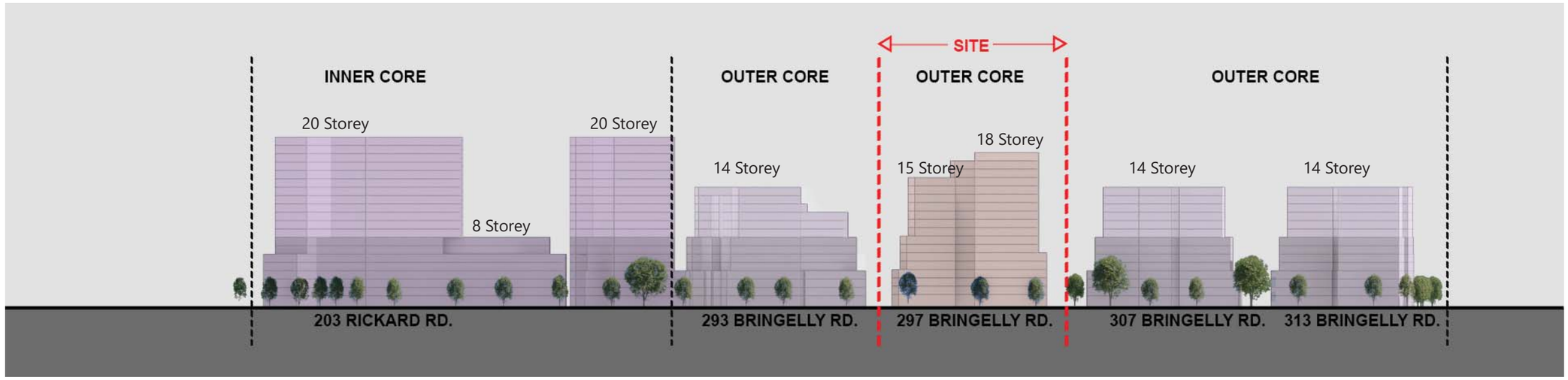
tony owen ptnrs



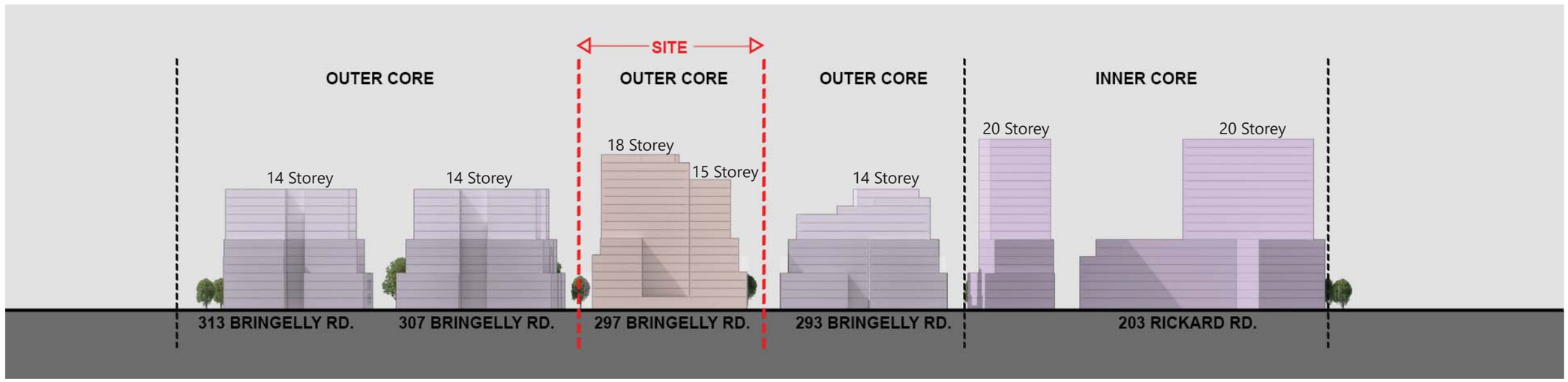

# 6.25 URBAN FABRIC STUDY - 3D MASSING VIEW SOUTH EAST (PROPOSED LEP)

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

tony owen ptnrs

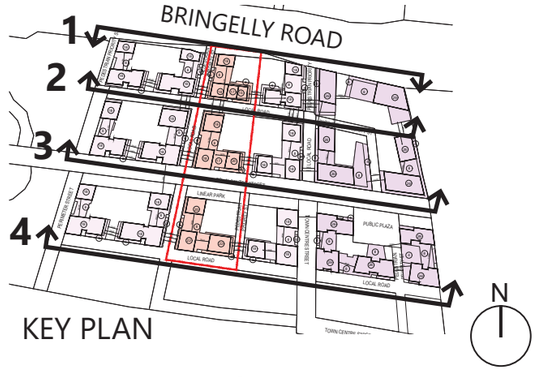



**STREETSCAPE 1**




**STREETSCAPE 2**

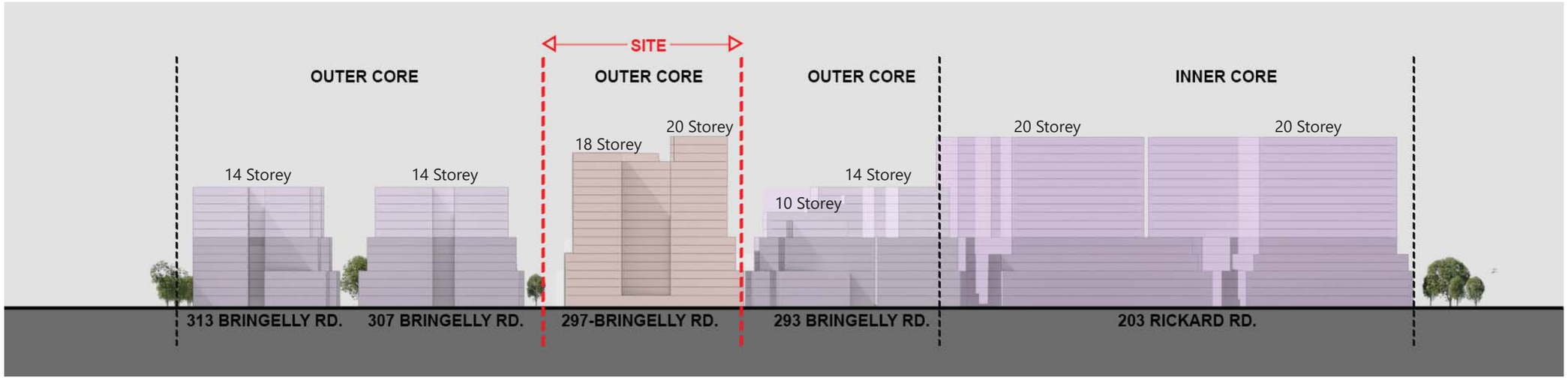
These diagrams demonstrate the resultant streetscape of the proposal in the context of the future development of the area based on the draft LEP + DCP
This demonstrates a suitable streetscape outcome.



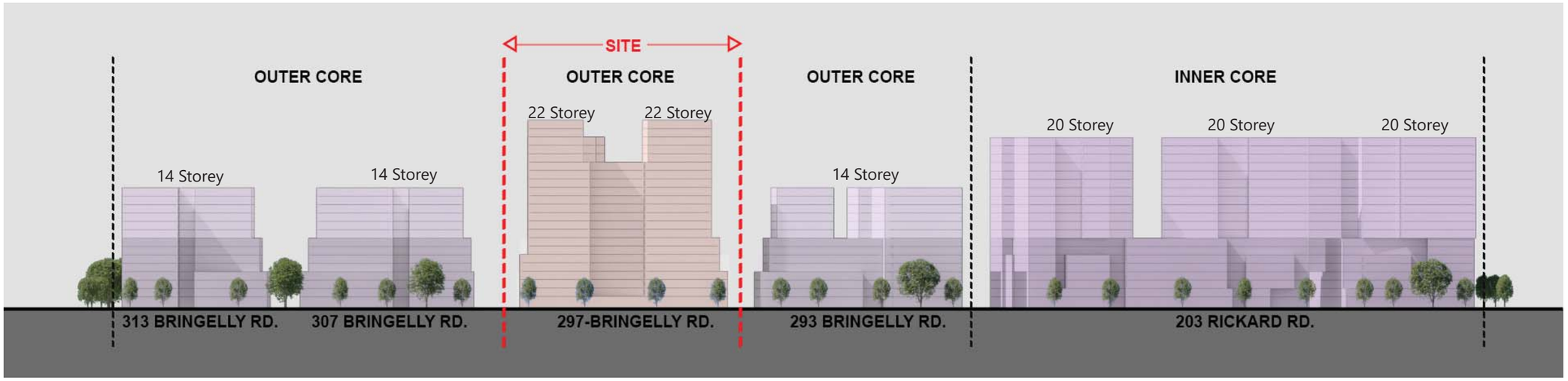

# 6.26 URBAN FABRIC STUDY - STREETSCAPE 1 (PROPOSED LEP)

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

tony owen ptnrs



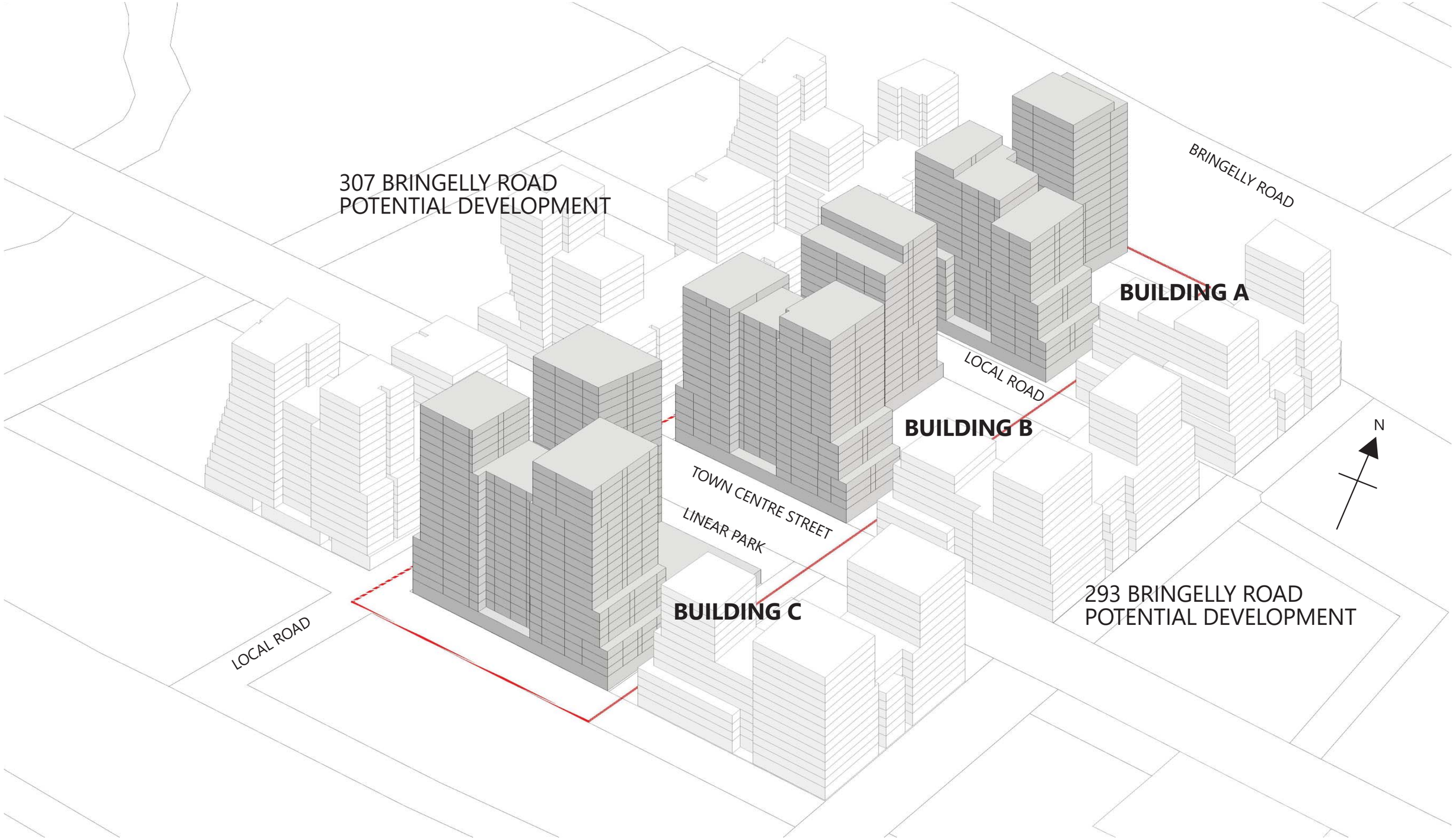

**STREETSCAPE 3**




**STREETSCAPE 4**




# 6.27 URBAN FABRIC STUDY - STREETSCAPE 2 (PROPOSED LEP)




# 6.28 URBAN FABRIC STUDY - POTENTIAL NEIGHBOURING DEVELOPMENT

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

tony owen ptnrs

# BUILDING A

| A_LEVEL 1 | |
|---|---|
| 1 BED | 5 |
| 2 BEDS | 11 |
| 3 BEDS | 4 |
| | 20 |
| A_LEVEL 2 | |
| 1 BED | 5 |
| 2 BEDS | 11 |
| 3 BEDS | 4 |
| | 20 |
| A_LEVEL 3 | |
| 1 BED | 5 |
| 2 BEDS | 11 |
| 3 BEDS | 4 |
| | 20 |
| A_LEVEL 4 | |
| 1 BED | 3 |
| 2 BEDS | 13 |
| 3 BEDS | 3 |
| | 19 |
| A_LEVEL 5 | |
| 1 BED | 3 |
| 2 BEDS | 13 |
| 3 BEDS | 3 |
| | 19 |
| A_LEVEL 6 | |
| 1 BED | 3 |
| 2 BEDS | 13 |
| 3 BEDS | 2 |
| | 18 |
| A_LEVEL 7 | |
| 1 BED | 3 |
| 2 BEDS | 13 |
| 3 BEDS | 2 |
| | 18 |
| A_LEVEL 8 | |
| 1 BED | 1 |
| 2 BEDS | 11 |
| 3 BEDS | 2 |
| | 14 |
| A_LEVEL 9 | |
| 1 BED | 1 |
| 2 BEDS | 11 |
| 3 BEDS | 2 |
| | 14 |
| A_LEVEL 10 | |
| 1 BED | 1 |
| 2 BEDS | 11 |
| 3 BEDS | 2 |
| | 14 |
| A_LEVEL 11 | |
| 1 BED | 1 |
| 2 BEDS | 11 |
| 3 BEDS | 2 |
| | 14 |
| A_LEVEL 12 | |
| 1 BED | 1 |
| 2 BEDS | 11 |
| 3 BEDS | 2 |
| | 14 |

| A_LEVEL 13 | |
|---|---|
| 1 BED | 1 |
| 2 BEDS | 11 |
| 3 BEDS | 2 |
| | 14 |
| A_LEVEL 14 | |
| 1 BED | 1 |
| 2 BEDS | 11 |
| 3 BEDS | 2 |
| | 14 |
| A_LEVEL 15 | |
| 1 BED | 2 |
| 2 BEDS | 6 |
| 3 BEDS | 2 |
| | 10 |
| A_LEVEL 16 | |
| 1 BED | 2 |
| 2 BEDS | 6 |
| 3 BEDS | 2 |
| | 10 |
| A_LEVEL 17 | |
| 1 BED | 1 |
| 2 BEDS | 3 |
| 3 BEDS | 2 |
| | 6 |
| Grand total | 258 |

UNIT MIX PERCENTAGE

| | | |
|---|---|---|
| 1 BED | 39 | 15.12% |
| 2 BEDS | 177 | 68.60% |
| 3 BEDS | 42 | 16.28% |
| Grand total | 258 | 100.00% |

BUILDING A GROSS BUILDING AREA

| | |
|---|---|
| SITE A GF | 1972 m² |
| SITE A LEVEL 1-3 | 6780 m² |
| SITE A LEVEL 4-5 | 4370 m² |
| SITE A LEVEL 6-7 | 4089 m² |
| SITE A LEVEL 8-16 | 14070 m² |
| SITE A LEVEL 17 | 1098 m² |
| SITE A LEVEL 18-19 | 758 m² |
| Total | 33136 m² |

# BUILDING B

| B_LEVEL 3 | |
|---|---|
| 1 BED | 9 |
| 2 BEDS | 15 |
| 3 BEDS | 3 |
| | 27 |
| B_LEVEL 4 | |
| 1 BED | 7 |
| 2 BEDS | 17 |
| 3 BEDS | 2 |
| | 26 |
| B_LEVEL 5 | |
| 1 BED | 7 |
| 2 BEDS | 17 |
| 3 BEDS | 2 |
| | 26 |
| B_LEVEL 6 | |
| 1 BED | 4 |
| 2 BEDS | 16 |
| 3 BEDS | 4 |
| | 24 |
| B_LEVEL 7 | |
| 1 BED | 4 |
| 2 BEDS | 16 |
| 3 BEDS | 4 |
| | 24 |
| B_LEVEL 8 | |
| 1 BED | 9 |
| 2 BEDS | 9 |
| 3 BEDS | 3 |
| | 21 |
| B_LEVEL 9 | |
| 1 BED | 8 |
| 2 BEDS | 10 |
| 3 BEDS | 3 |
| | 21 |
| B_LEVEL 10 | |
| 1 BED | 8 |
| 2 BEDS | 10 |
| 3 BEDS | 3 |
| | 21 |
| B_LEVEL 11 | |
| 1 BED | 8 |
| 2 BEDS | 10 |
| 3 BEDS | 3 |
| | 21 |
| B_LEVEL 12 | |
| 1 BED | 8 |
| 2 BEDS | 11 |
| 3 BEDS | 2 |
| | 21 |
| B_LEVEL 13 | |
| 1 BED | 8 |
| 2 BEDS | 10 |
| 3 BEDS | 3 |
| | 21 |

| B_LEVEL 14 | |
|---|---|
| 1 BED | 8 |
| 2 BEDS | 10 |
| 3 BEDS | 3 |
| | 21 |
| B_LEVEL 15 | |
| 1 BED | 8 |
| 2 BEDS | 10 |
| 3 BEDS | 3 |
| | 21 |
| B_LEVEL 16 | |
| 1 BED | 8 |
| 2 BEDS | 8 |
| 3 BEDS | 2 |
| | 18 |
| B_LEVEL 17 | |
| 1 BED | 5 |
| 2 BEDS | 5 |
| 3 BEDS | 4 |
| | 14 |
| B_LEVEL 18 | |
| 3 BEDS | 4 |
| | 4 |
| B_LEVEL 19 | |
| 3 BEDS | 4 |
| | 4 |
| Grand total | 335 |

UNIT MIX PERCENTAGE

| | | |
|---|---|---|
| 1 BED | 109 | 32.54% |
| 2 BEDS | 174 | 51.94% |
| 3 BEDS | 52 | 15.52% |
| Total | 335 | 100.00% |

BUILDING B GROSS BUILDING AREA

| | |
|---|---|
| SITE B GF | 2760 m² |
| SITE B LEVEL 1 | 2809 m² |
| SITE B LEVEL 2 | 2812 m² |
| SITE B LEVEL 3 | 2799 m² |
| SITE B LEVEL 4-5 | 5448 m² |
| SITE B LEVEL 6-7 | 5165 m² |
| SITE B LEVEL 8-16 | 18393 m² |
| SITE B LEVEL 17 | 1709 m² |
| Total | 41894 m² |

# BUILDING C

| C_LEVEL 2 | |
|---|---|
| 1 BED | 8 |
| 2 BEDS | 16 |
| 3 BEDS | 4 |
| | 28 |
| C_LEVEL 3 | |
| 1 BED | 8 |
| 2 BEDS | 16 |
| 3 BEDS | 4 |
| | 28 |
| C_LEVEL 4 | |
| 1 BED | 4 |
| 2 BEDS | 20 |
| 3 BEDS | 2 |
| | 26 |
| C_LEVEL 5 | |
| 1 BED | 4 |
| 2 BEDS | 20 |
| 3 BEDS | 2 |
| | 26 |
| C_LEVEL 6 | |
| 1 BED | 2 |
| 2 BEDS | 18 |
| 3 BEDS | 4 |
| | 24 |
| C_LEVEL 7 | |
| 1 BED | 2 |
| 2 BEDS | 18 |
| 3 BEDS | 4 |
| | 24 |
| C_LEVEL 8 | |
| 1 BED | 3 |
| 2 BEDS | 19 |
| | 22 |
| C_LEVEL 9 | |
| 1 BED | 3 |
| 2 BEDS | 19 |
| | 22 |
| C_LEVEL 10 | |
| 1 BED | 3 |
| 2 BEDS | 19 |
| | 22 |
| C_LEVEL 11 | |
| 1 BED | 3 |
| 2 BEDS | 19 |
| | 22 |
| C_LEVEL 12 | |
| 1 BED | 3 |
| 2 BEDS | 19 |
| | 22 |
| C_LEVEL 13 | |
| 1 BED | 3 |
| 2 BEDS | 19 |
| | 22 |

| C_LEVEL 14 | |
|---|---|
| 1 BED | 3 |
| 2 BEDS | 19 |
| | 22 |
| C_LEVEL 15 | |
| 1 BED | 3 |
| 2 BEDS | 19 |
| | 22 |
| C_LEVEL 16 | |
| 1 BED | 3 |
| 2 BEDS | 19 |
| | 22 |
| C_LEVEL 17 | |
| 2 BEDS | 12 |
| 3 BEDS | 4 |
| | 16 |
| C_LEVEL 18 | |
| 2 BEDS | 12 |
| 3 BEDS | 4 |
| | 16 |
| C_LEVEL 19 | |
| 2 BEDS | 12 |
| 3 BEDS | 4 |
| | 16 |
| C_LEVEL 20 | |
| 2 BEDS | 6 |
| 3 BEDS | 4 |
| | 10 |
| C_LEVEL 21 | |
| 2 BEDS | 6 |
| 3 BEDS | 4 |
| | 10 |
| Grand total | 422 |

UNIT MIX PERCENTAGE

| | | |
|---|---|---|
| 1 BED | 55 | 13.03% |
| 2 BEDS | 327 | 77.49% |
| 3 BEDS | 40 | 9.48% |
| Grand total | 422 | 100.00% |

BUILDING C GROSS FLOOR AREA

| | |
|---|---|
| SITE C GF | 5068 m² |
| SITE C LEVEL 1 | 5223 m² |
| SITE C LEVEL 2-3 | 5968 m² |
| SITE C LEVEL 4-5 | 5798 m² |
| SITE C LEVEL 6-7 | 5454 m² |
| SITE C LEVEL 8-16 | 20358 m² |
| SITE C LEVEL 17 | 1817 m² |
| SITE C LEVEL 18-21 | 4812 m² |
| Total | 54498 m² |

# OVERALL DEVELOPMENT MATRIX

**DEVELOPABLE SITE AREA** **approx. 19811.20 m²**

SITE AREA approx. 23154.10 m²

SITE AREA BREAKDOWN (APPROX.)

| | |
|---|---|
| SITE A | 4356.6m² |
| SITE B | 5417.9m² |
| SITE C | 5767.3m² |

UNIT MIX CALCULATION

| | | | |
|---|---|---|---|
| 1 BED | 203 | 20.00% | |
| 2 BEDS | 678 | 66.80% | |
| 3 BEDS | 134 | 13.20% | |
| Grand total | 1015 | 100.00% | |

AFFORDABLE FSR

| | | |
|---|---|---|
| **ALLOWABLE FSR** | | |
| BASE FSR (B4) | | |
| RESIDENTIAL | | 3.1 |
| COMMERCIAL | | 0.4 |
| | TOTAL | 3.5 |
| **BONUS FSR** | | |
| LOW CARBON INCENTIVE | | 0.25 |
| AFFORDABLE COMMUNITY | | 0.5 |
| **TOTAL (WITH BONUS)** | | **4.25** |
| **TOTAL (WITH AFFORDABLE 30%)** | | **5.525** |

PROPOSED GBA: 129,528 m²

PROPOSED RESIDENTIAL GBA : 108,884 m²
APPROX GFA(85%): 92,551 m²

PROPOSED COMMERCIAL GFA: 20,644 m²

ALLOWABLE GFA: 109, 456.88m²
PROPOSED GFA:113,195m²

ALLOWABLE FSR: 5.525:1
PROPOSED FSR: 5.71:1

## OPTION 2 - HDA SCHEME
## 6.29 UNIT MIX & AREA SCHEDULE

PROJECT
**LEPPINGTON SCOPING REPORT**

CLIENT
**A MOURCHED & G MOURCHED**

ADDRESS
**297 BRINGELLY RD LEPPINGTON NSW 2179**

DATE
**JUNE 2025**

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Developable site area (Including Local Roads, excluding SP2): approx. 19,811 sqm
Site Aera: 23,154 sqm

Council DCP

| Allowable GFA | |
|---|---|
| Base GFA (B4) | 3.5 |
| Residential | 3.1 |
| Commercial | 0.4 |
| **Bonus GFA** | |
| Low Carbon Incentive | 0.25 |
| Affordable Community | 0.5 |
| Total (with Bonuses) | 4.25 |

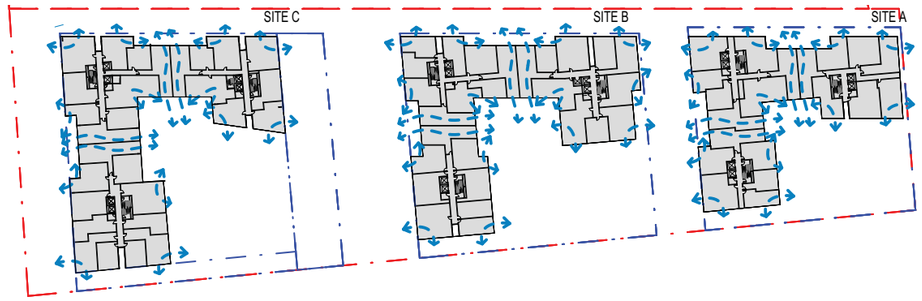
## Option 1 - BASE YIELD

| | | |
|---|---|---|
| GBA (Residential): | 83,623 | sqm |
| GFA (Residential - 85% of GBA): | 71,079 | sqm |
| Retail GFA: | 8,000 | sqm |
| Total GBA (Residential + Retail): | 93,123 | sqm |
| Total GFA (Residential + Retail): | 79,079 | sqm |
| Allowable FSR: | 4.25 | :1 |
| Proposed FSR: | 3.99 | :1 |
| Allowable Residential FSR: | 3.85 | :1 |
| Proposed Residential FSR: | 3.59 | :1 |
| **Total Number of Units:** | **780** | **Units** |

## Option 2 - HDA SCHEME YIELD

| | | |
|---|---|---|
| GBA (Residential): | 108,884 | sqm |
| GFA (Residential - 85% of GBA): | 92,551 | sqm |
| Retail GFA: | 20,644 | sqm |
| Total GBA (Residential + Retail): | 131,028 | sqm |
| Total GFA (Residential + Retail): | 113,195 | sqm |
| Allowable FSR: | 5.525 | |
| Proposed FSR: | 5.71 | |
| Allowable Residential FSR: | 5.125 | :1 |
| Proposed Residential FSR: | 5.31 | :1 |
| **Total Number of Units:** | **1015** | **Units** |

# 6.30 OVERALL DEVELOPMENT MATRIX



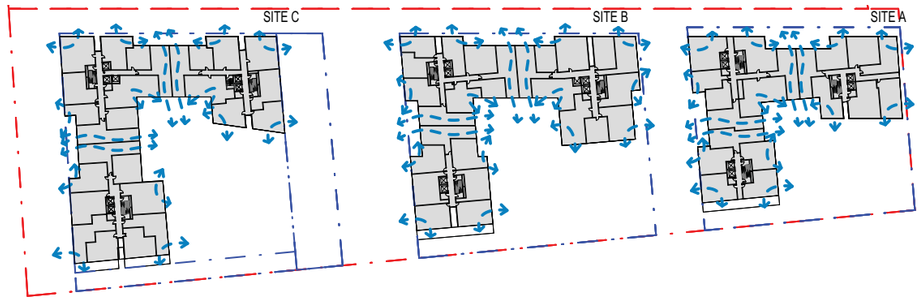

5 VENTILATION - LEVEL 3

1 : 1000@A1

**LEVEL 2-3** **SITE C (L2-3):** VENTILATION:34/56

**LEVEL 3** **SITE B (L3):** VENTILATION:18/27

**LEVEL 1-3** **SITE A (L1-3):** VENTILATION:48/60



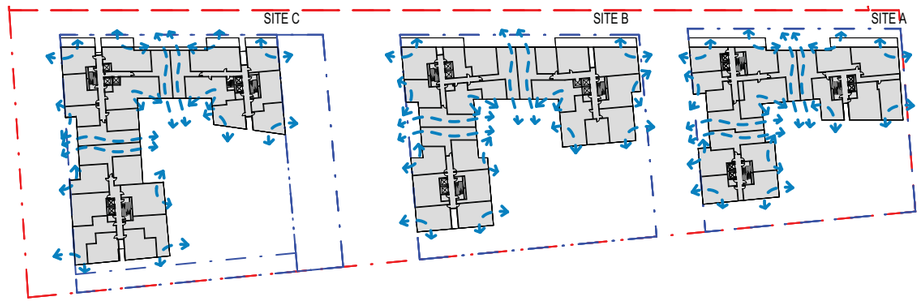

2 VENTILATION - LEVEL 4 - 5

1 : 1000@A1

**LEVEL 4-5** **SITE C (L4-5):** VENTILATION:34/52

**LEVEL 4-5** **SITE B (L4-5):** VENTILATION:36/52

**LEVEL 4-5** **SITE A (L4-5):** VENTILATION:32/38



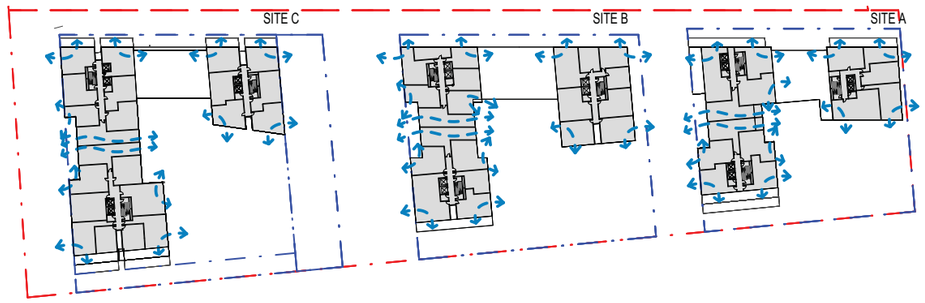

3 VENTILATION - LEVEL 6-7

1 : 1000@A1

**LEVEL 6-7** **SITE C (L6-7):** VENTILATION:34/48

**LEVEL 6-7** **SITE B (L6-7):** VENTILATION:32/48

**LEVEL 6-7** **SITE A (L6-7):** VENTILATION:32/36




4 VENTILATION - LEVEL 8-14

1 : 1000@A1

**LEVEL 8-14** **SITE C (L8):** VENTILATION:13/22

**LEVEL 8-14** **SITE B (L8):** VENTILATION:14/21

**LEVEL 8-14** **SITE A (L8):** VENTILATION:13/14

## COMPLIANCE REQUIRMENTS

**NATURAL VENTILATION: Objective 4B-3**

The number of apartments with natural cross ventilation is maximised to create a comfortable indoor environment for residents

Design criteria
**1. At least 60% of apartments are naturally cross ventilated in the first nine storyes of the building.**
Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed

## COMPLIANCE SUMMARY (OVERALL COMPLIANT) 340/474 (71.7%)

**VENTILATION**

**SITE A:**
VENTILATION: 125/148
COMPLIANCE: 84.5% ✓

**SITE B:**
VENTILATION: 100/148
COMPLIANCE: 67.6% ✓

**SITE C:**
VENTILATION: 115/178
COMPLIANCE: 64.6% ✓

**LEGEND**

UNITS WITH NATURAL VENTILATION

N

# 6.31 VENTILATION DIAGRAMS

PROJECT
**LEPPINGTON SCOPING REPORT**

CLIENT
**A MOURCHED & G MOURCHED**

ADDRESS
**297 BRINGELLY RD LEPPINGTON NSW 2179**

DATE
**JUNE 2025**

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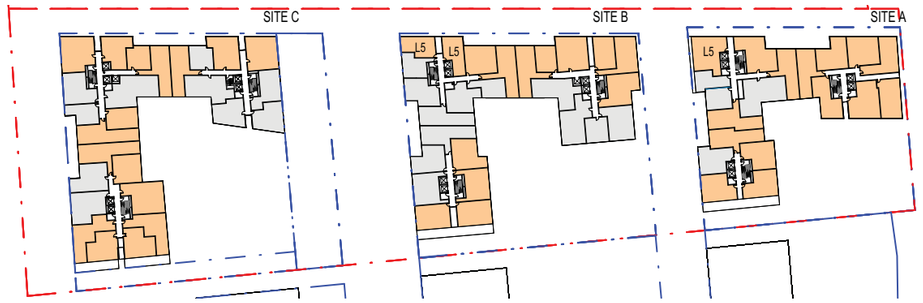

1 SOLAR - LEVEL 3

1 : 1000@A1

**LEVEL 2-3** **SITE C (L2-3):**
SOLAR:28/56

**LEVEL 3** **SITE B (L3):**
SOLAR:11/27

**LEVEL 1-3** **SITE A (L1-3):**
SOLAR:41/60



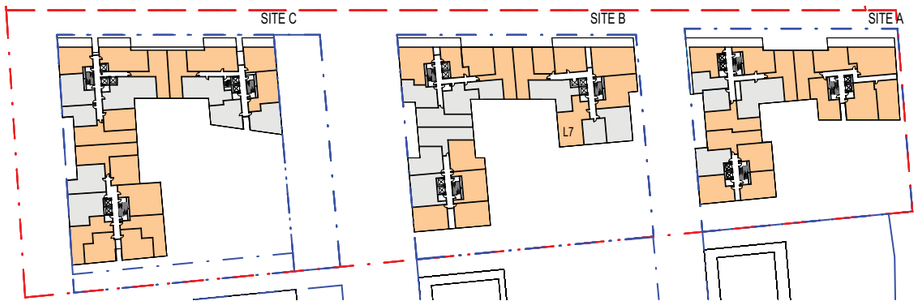

2 SOLAR - LEVEL 4-5

1 : 1000@A1

**LEVEL 4-5** **SITE C (L4-5):**
SOLAR:32/52

**LEVEL 4-5** **SITE B (L4-5):**
SOLAR: 26/52

**LEVEL 4-5** **SITE A (L4-5):**
SOLAR:29/38



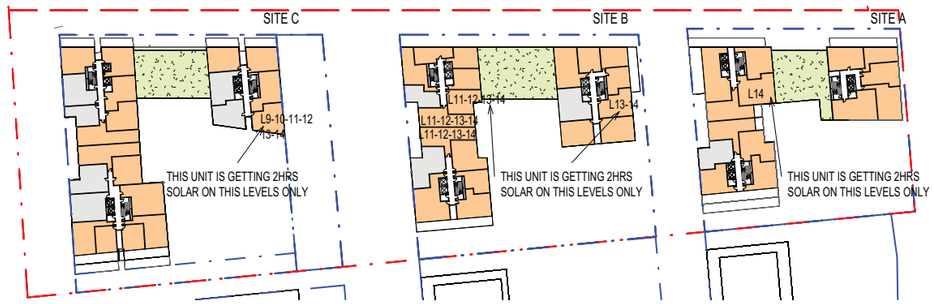

3 SOLAR - LEVEL 6-7

1 : 1000@A1

**LEVEL 6-7** **SITE C (L6-7):**
SOLAR: 32/48

**LEVEL 6-7** **SITE B (L6-7):**
SOLAR: 27/48

**LEVEL 6-7** **SITE A (L6-7):**
SOLAR: 28/36



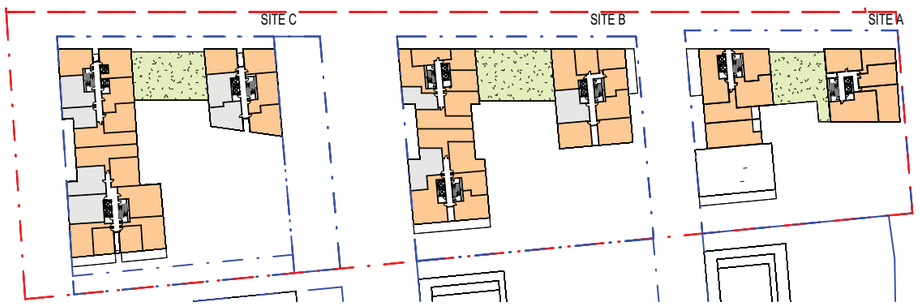

4 SOLAR - LEVEL 8-14

1 : 1000@A1

**LEVEL 8-14** **SITE C (L8-14):**
SOLAR:111/154

**LEVEL 8-14** **SITE B (L8-14):**
SOLAR:112/147

**LEVEL 8-14** **SITE A (L8-14):**
SOLAR:85/98



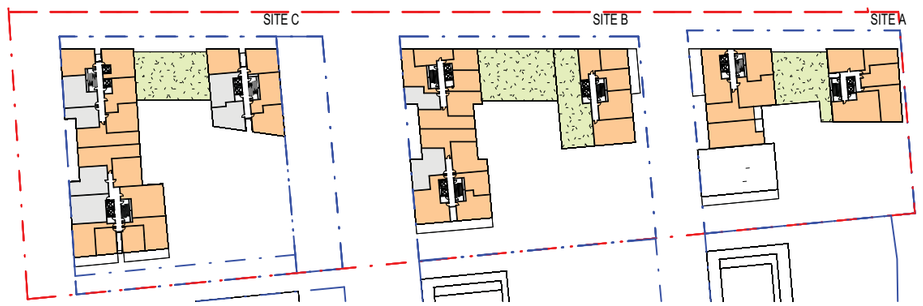

5 SOLAR - LEVEL 15

1 : 1000@A1

**LEVEL 15** **SITE C (15)**
SOLAR: 16/22

**LEVEL 15** **SITE B (15):**
SOLAR: 18/21

**LEVEL 15** **SITE A (15):**
SOLAR: 10/10




6 SOLAR - LEVEL 16

1 : 1000@A1

**LEVEL 16** **SITE C (16):**
SOLAR:16/22

**LEVEL 16** **SITE B (16):**
SOLAR:16/18

**LEVEL 16** **SITE A (16):**
SOLAR:10/10

N

# 6.28 SOLAR DIAGRAMS

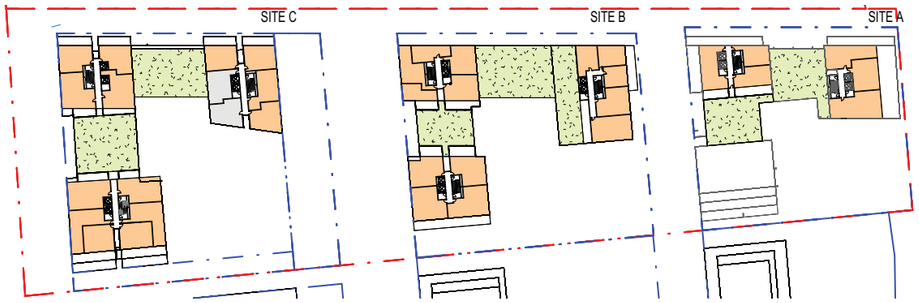
PROJECT
**LEPPINGTON SCOPING REPORT**

CLIENT
**A MOURCHED & G MOURCHED**

ADDRESS
**297 BRINGELLY RD LEPPINGTON NSW 2179**

DATE
**JUNE 2025**

tony owen ptnrs



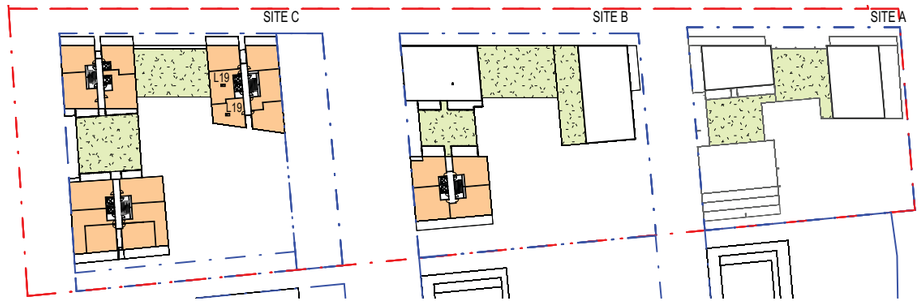

1 SOLAR - LEVEL 17

1 : 1000@A1

**LEVEL 17** **SITE C (L17):**
SOLAR:14/16

**LEVEL 17** **SITE B (L17):**
SOLAR:14/14

**LEVEL 17** **SITE A (L17):**
SOLAR:6/6

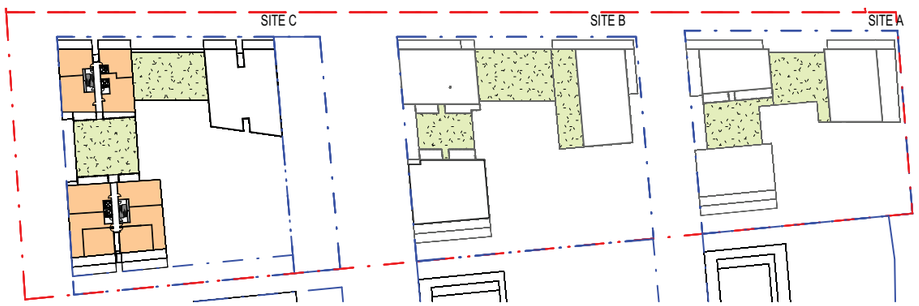



2 SOLAR - LEVEL 18-19

1 : 1000@A1

**LEVEL 18-19** **SITE C (L18-19):**
SOLAR:30/32

**LEVEL 18-19** **SITE B (L18-19):**
SOLAR:8/8




3 SOLAR - LEVEL 20-21

1 : 1000@A1

**LEVEL 20-21** **SITE C (L20-21):**
SOLAR:20/20

## COMPLIANCE REQUIRMENTS

**SOLAR AND DAYLIGHT ACCESS Objective 4A-1**
To optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space

Design criteria
1. **Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid winter in the Sydney Metropolitan Area** and in the Newcastle and Wollongong local government areas

## COMPLIANCE SUMMARY (OVERALL COMPLIANT) 740/1015 (73%)

**SOLAR ACCESS**

**SITE A:**
SOLAR: 209/258
COMPLIANCE: 81%

**SITE B:**
SOLAR:232/335
COMPLIANCE: 70%

**SITE C:**
SOLAR: 299/422
COMPLIANCE: 71%

**LEGEND**

UNITS WITH 2HRS SOLAR ACCESS

N

# 6.28 SOLAR DIAGRAMS

PROJECT
**LEPPINGTON SCOPING REPORT**

CLIENT
**A MOURCHED & G MOURCHED**

ADDRESS
**297 BRINGELLY RD LEPPINGTON NSW 2179**

DATE
**JUNE 2025**

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# SOLAR COMPLIANCE SUMMARY

**SITE C:**
COMPLIANCE: **71%**

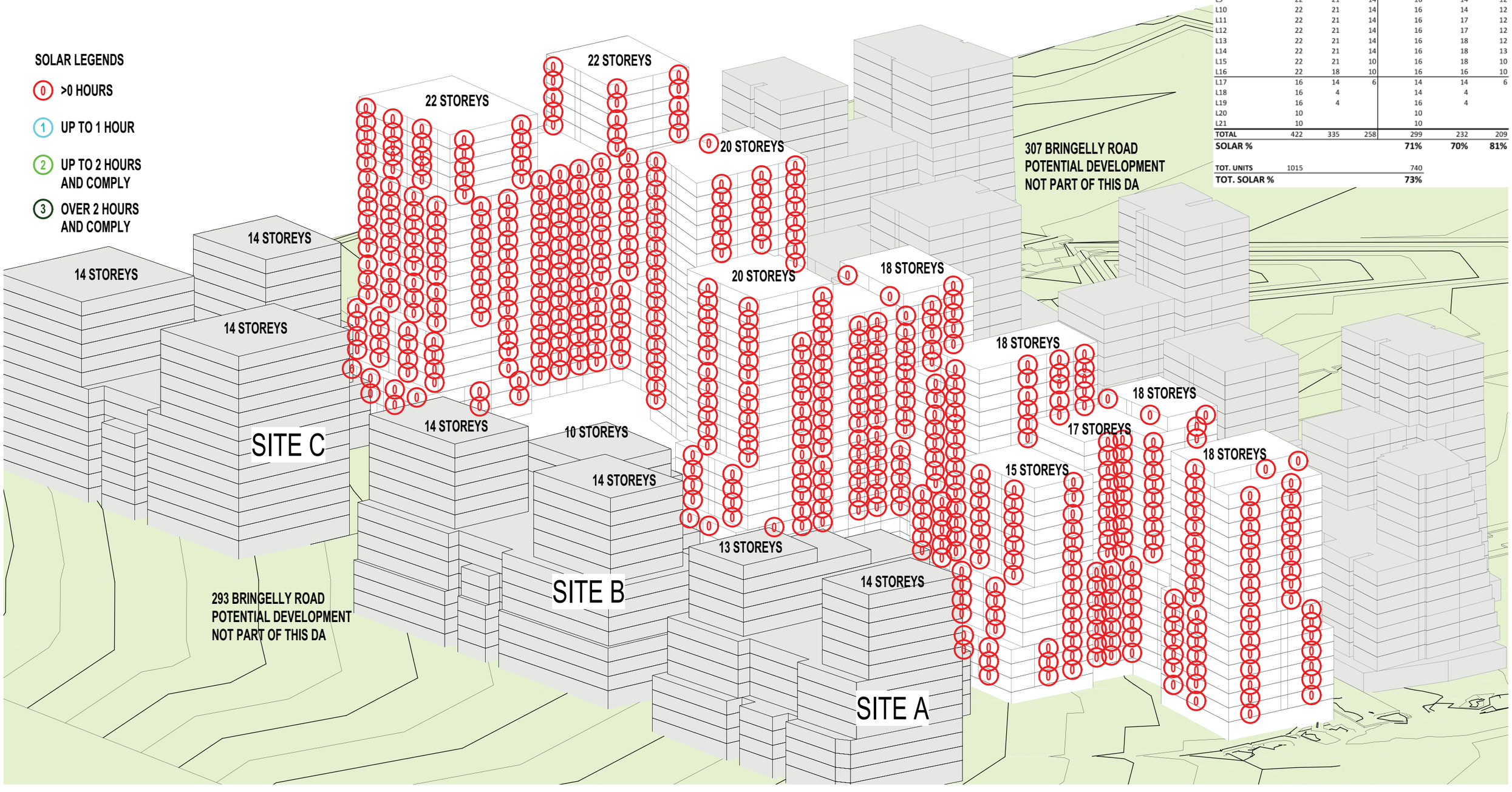
**SITE B:**
COMPLIANCE: **70%**

**SITE A:**
COMPLIANCE: **81%**

**OVERALL:**
COMPLIANCE: **73%**

**297 BRINGELLY ROAD, LEPPINGTON**

| LEVEL | SITE C | SITE B | SITE A | SOLAR C | SOLAR B | SOLAR A |
|---|---|---|---|---|---|---|
| GF | N/A | N/A | N/A | N/A | N/A | N/A |
| L1 | N/A | N/A | 20 | N/A | N/A | 13 |
| L2 | 28 | N/A | 20 | 13 | N/A | 14 |
| L3 | 28 | 27 | 20 | 15 | 11 | 14 |
| L4 | 26 | 26 | 19 | 16 | 13 | 14 |
| L5 | 26 | 26 | 19 | 16 | 13 | 15 |
| L6 | 24 | 24 | 18 | 16 | 13 | 14 |
| L7 | 24 | 24 | 18 | 16 | 14 | 14 |
| L8 | 22 | 21 | 14 | 15 | 14 | 12 |
| L9 | 22 | 21 | 14 | 16 | 14 | 12 |
| L10 | 22 | 21 | 14 | 16 | 14 | 12 |
| L11 | 22 | 21 | 14 | 16 | 17 | 12 |
| L12 | 22 | 21 | 14 | 16 | 17 | 12 |
| L13 | 22 | 21 | 14 | 16 | 18 | 12 |
| L14 | 22 | 21 | 14 | 16 | 18 | 13 |
| L15 | 22 | 21 | 10 | 16 | 18 | 10 |
| L16 | 22 | 18 | 10 | 16 | 16 | 10 |
| L17 | 16 | 14 | 6 | 14 | 14 | 6 |
| L18 | 16 | 4 | | 14 | 4 | |
| L19 | 16 | 4 | | 16 | 4 | |
| L20 | 10 | | | 10 | | |
| L21 | 10 | | | 10 | | |
| TOTAL | 422 | 335 | 258 | 299 | 232 | 209 |
| SOLAR % | | | | 71% | 70% | 81% |
| TOT. UNITS | 1015 | | | 740 | | |
| TOT. SOLAR % | | | | 73% | | |

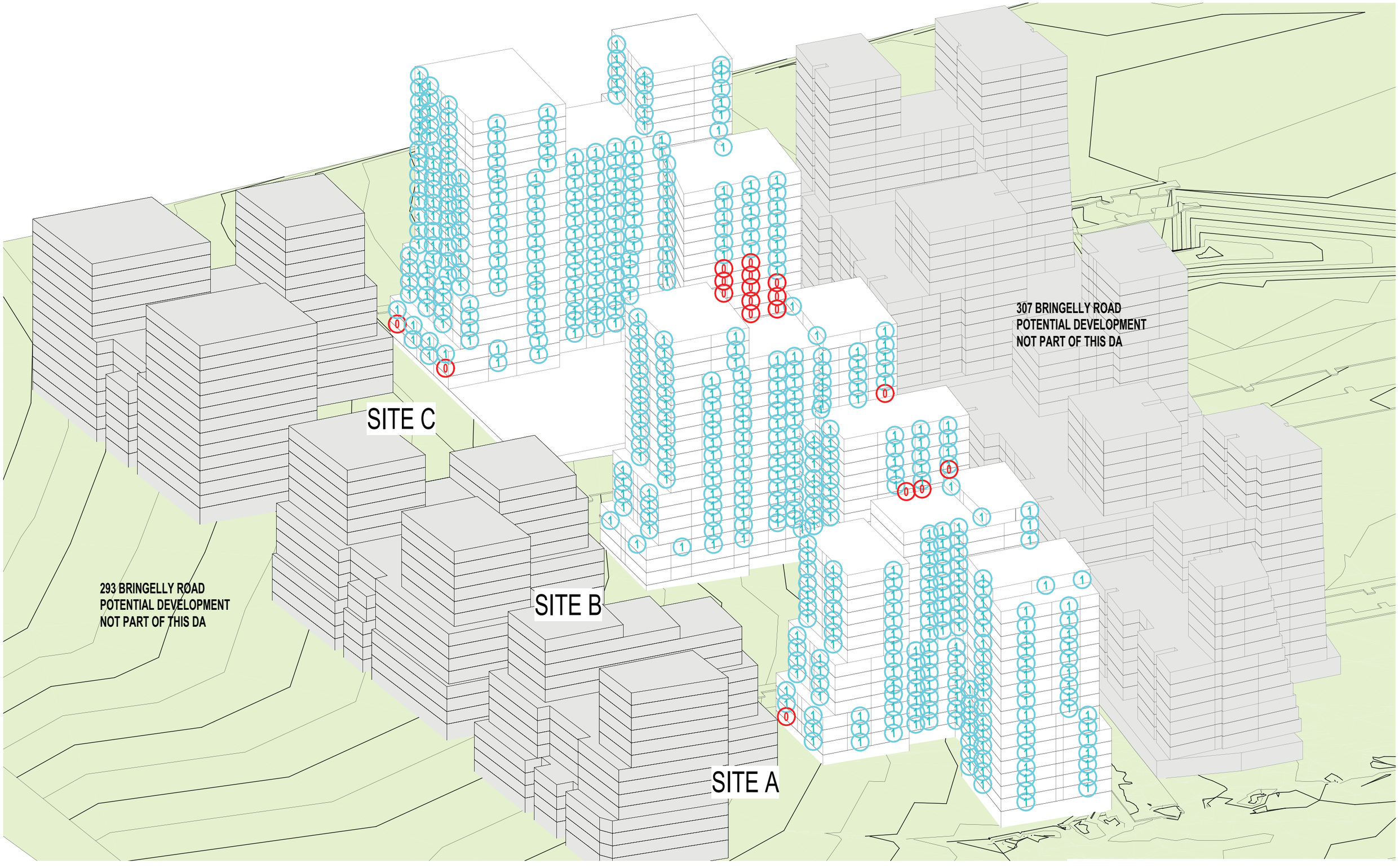



These diagrams detail the solarr amenity performance of the proposed including the impact of potential adjoining properties.
It demonstrate 'solar sharing' such that the final envelopes achieve solar compliance for the proposed development and adjoining sites.
This is the result of a 2 year detailed study.

## 6.29 SOLAR DIAGRAM PREFERRED SCHEME 9AM

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

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# 6.29 SOLAR DIAGRAM PREFERRED SCHEME 10AM

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

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SITE C

SITE B

SITE A

307 BRINGELLY ROAD
POTENTIAL DEVELOPMENT
NOT PART OF THIS DA

293 BRINGELLY ROAD
POTENTIAL DEVELOPMENT
NOT PART OF THIS DA

# 6.29 SOLAR DIAGRAM PREFERRED SCHEME 11AM

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

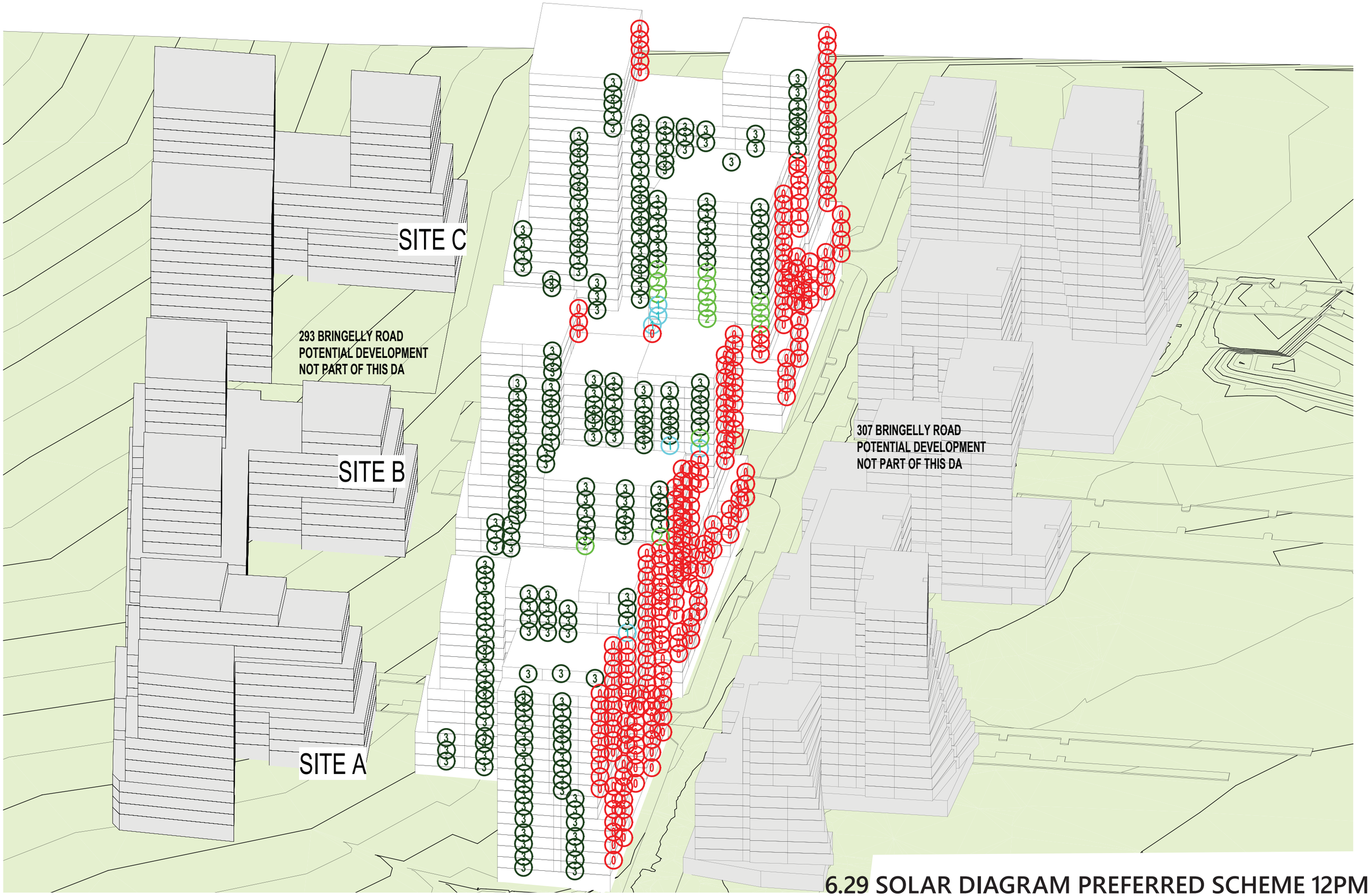
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# 6.29 SOLAR DIAGRAM PREFERRED SCHEME 11:30AM

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

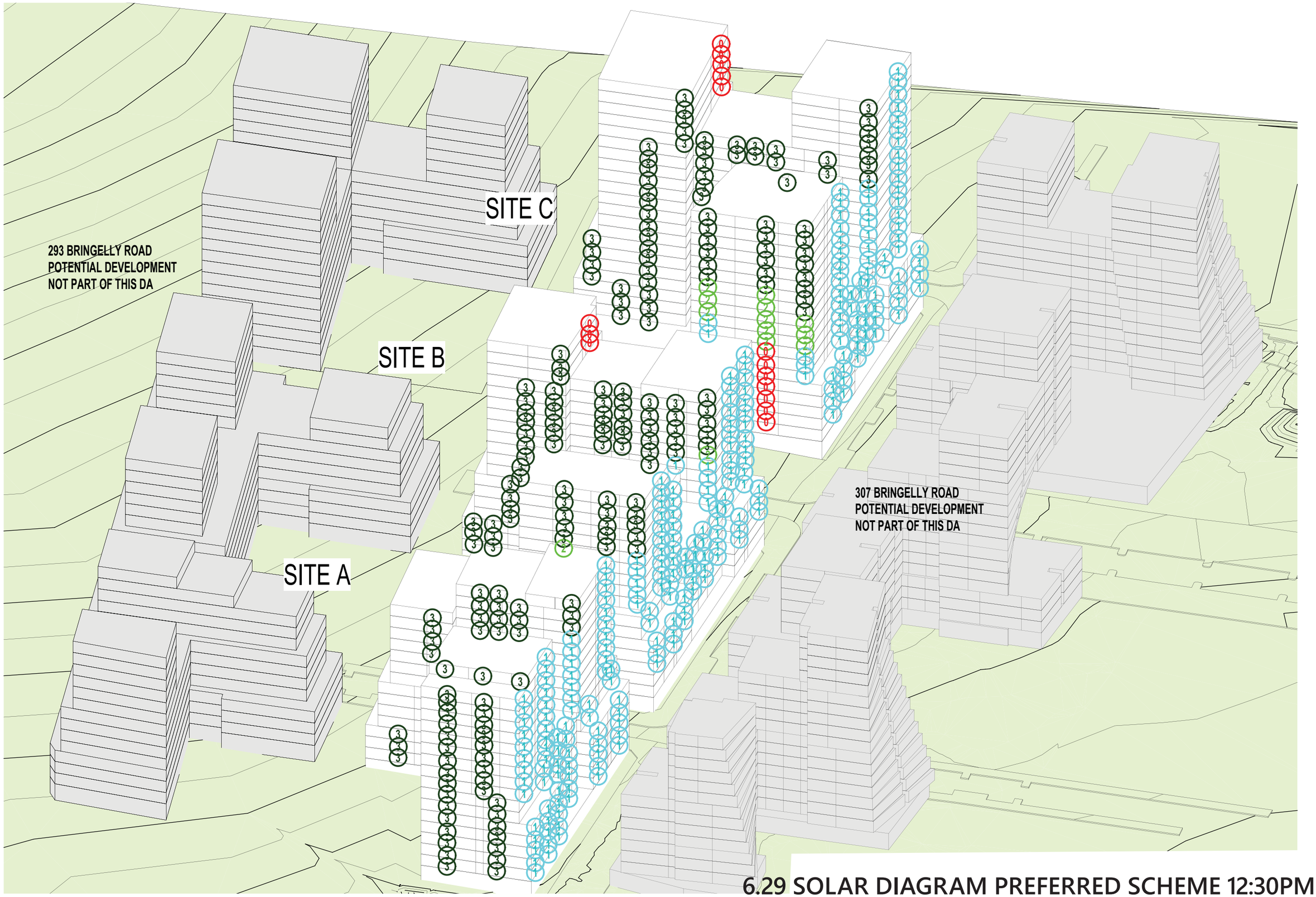
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# 6.29 SOLAR DIAGRAM PREFERRED SCHEME 12PM

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

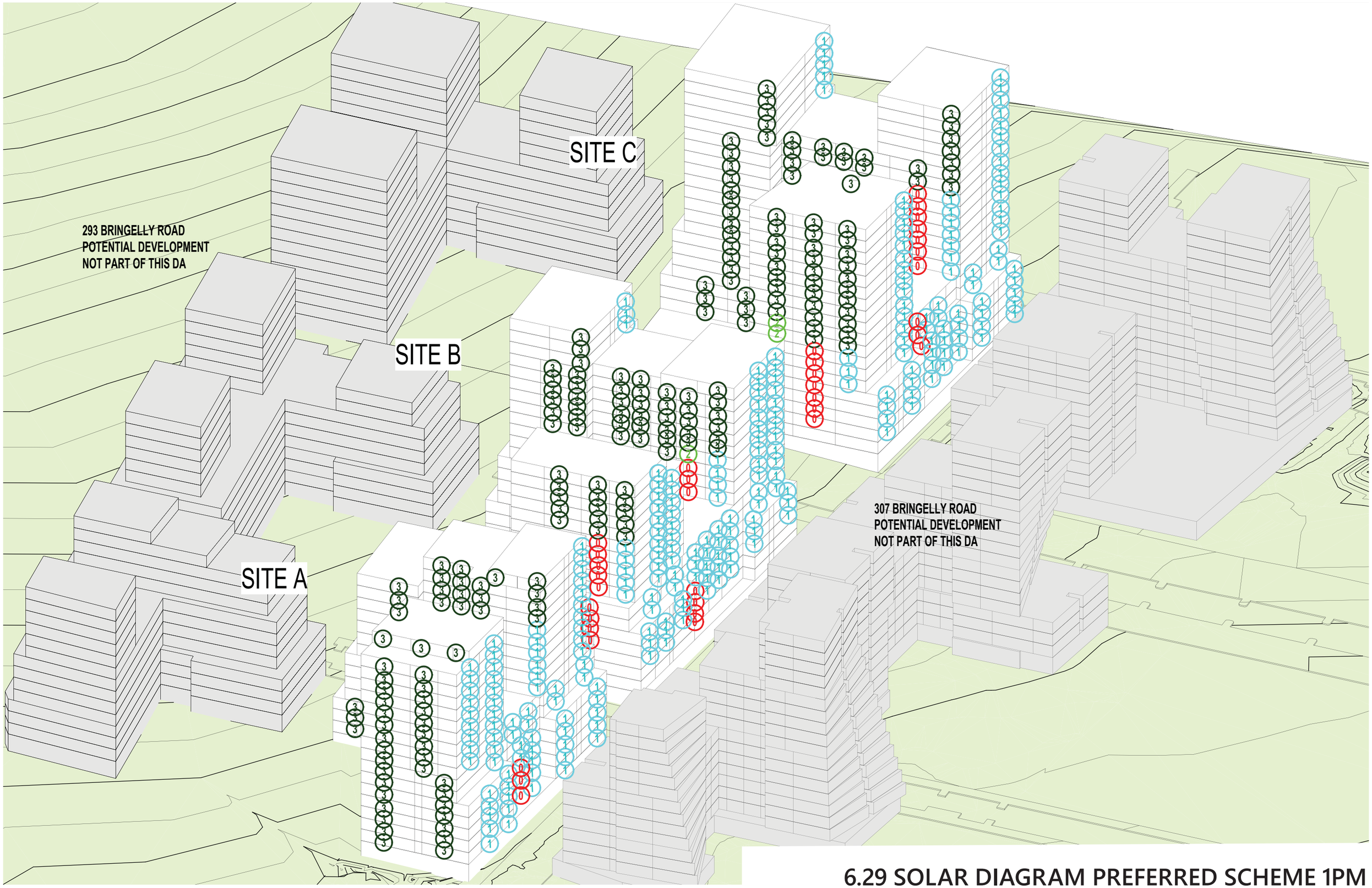
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# 6.29 SOLAR DIAGRAM PREFERRED SCHEME 12:30PM

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON<br>SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD<br>LEPPINGTON NSW 2179 | JUNE<br>2025 |

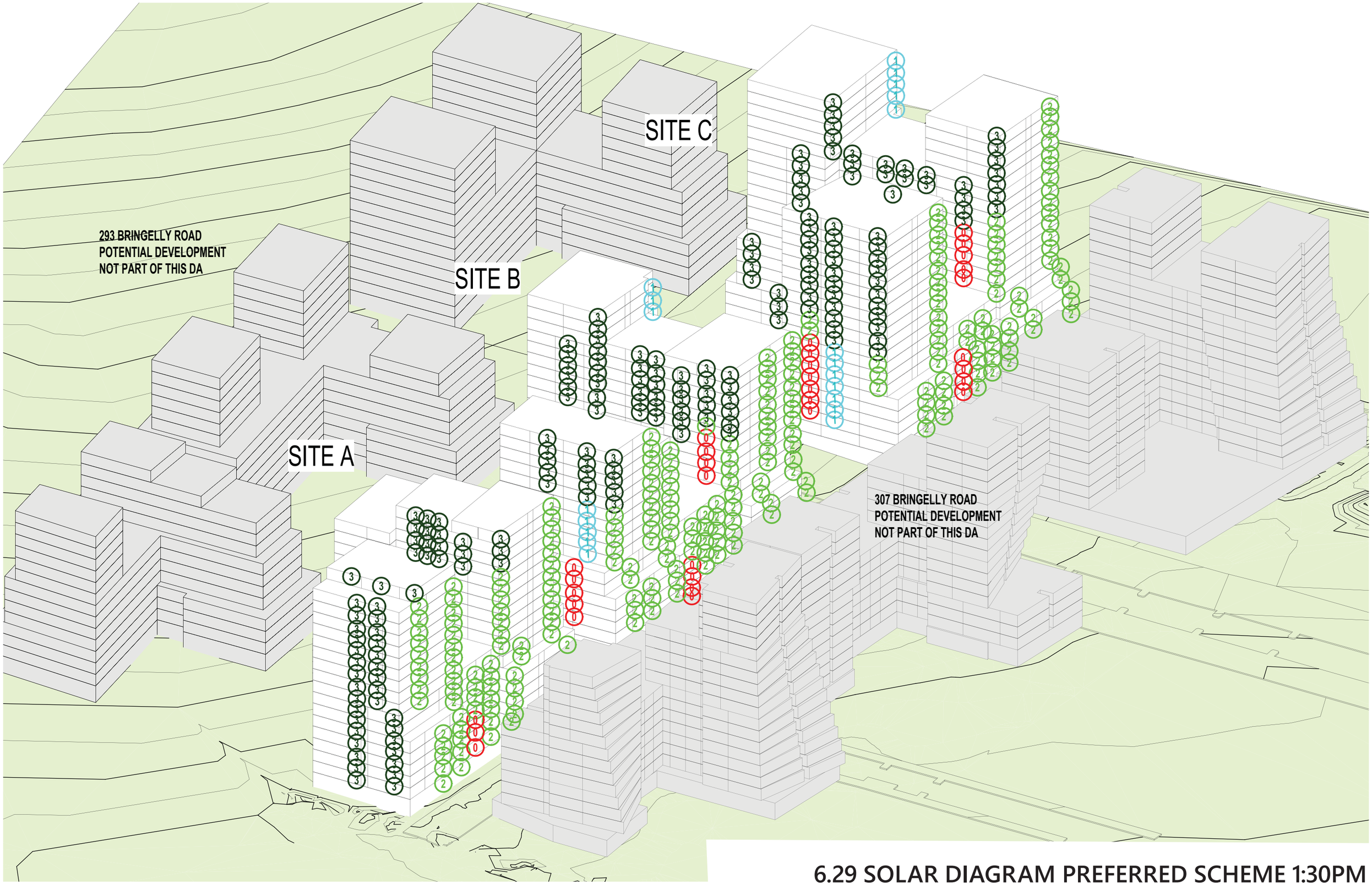
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# 6.29 SOLAR DIAGRAM PREFERRED SCHEME 1PM

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

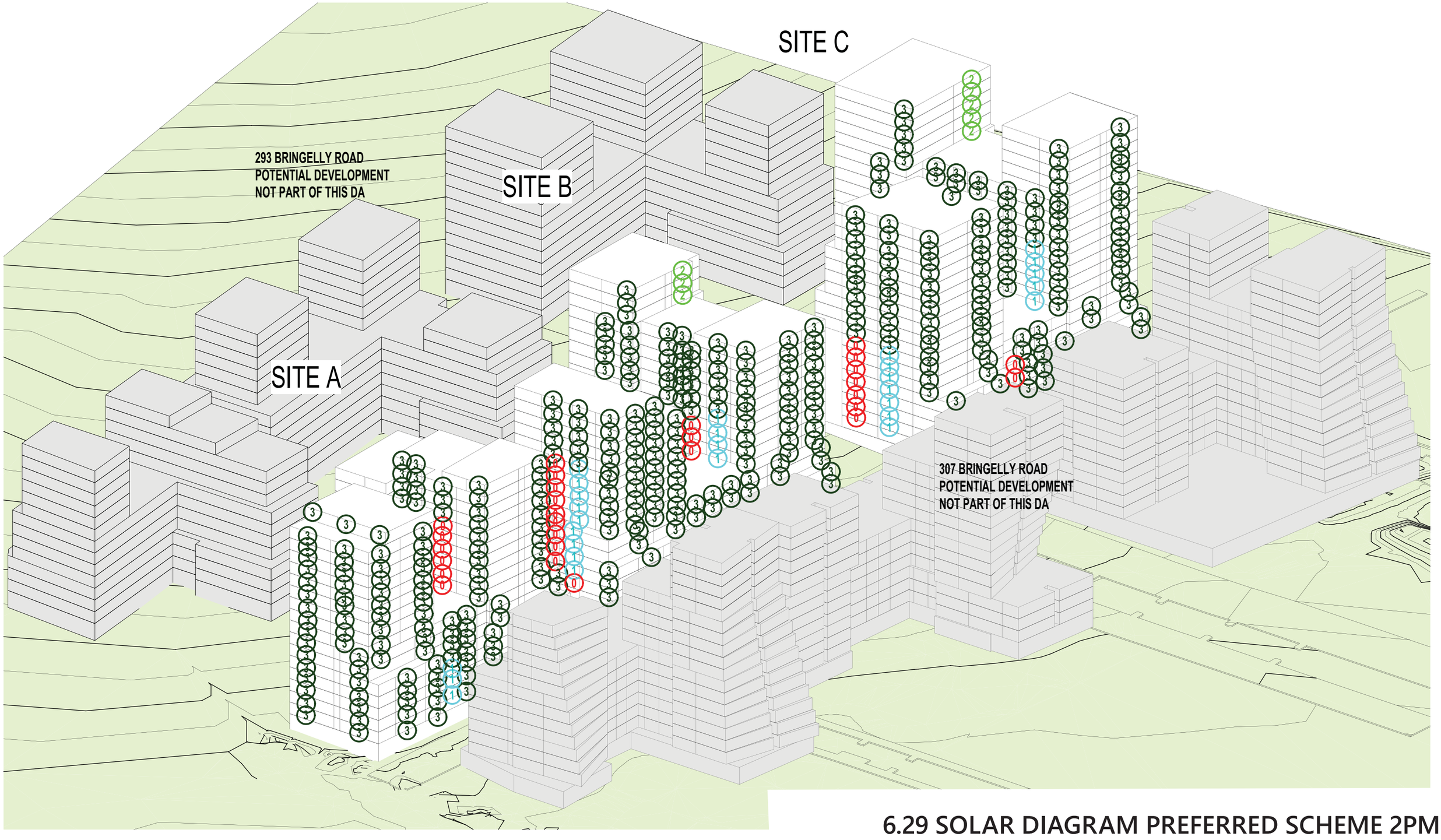
tony owen ptnrs




# 6.29 SOLAR DIAGRAM PREFERRED SCHEME 1:30PM

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

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# 6.29 SOLAR DIAGRAM PREFERRED SCHEME 2PM

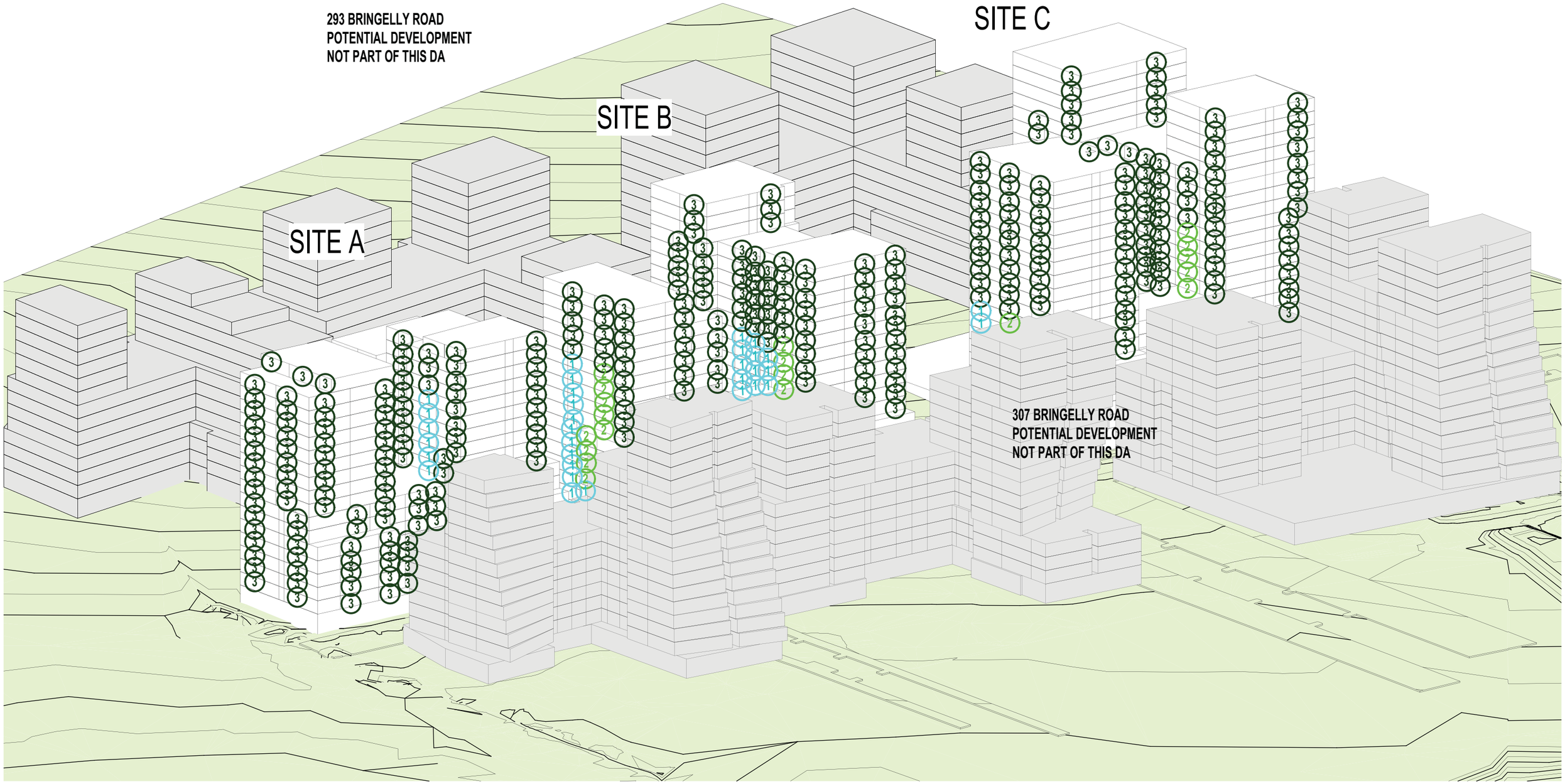
PROJECT
LEPPINGTON
SCOPING REPORT

CLIENT
A MOURCHED & G MOURCHED

ADDRESS
297 BRINGELLY RD
LEPPINGTON NSW 2179

DATE
JUNE
2025

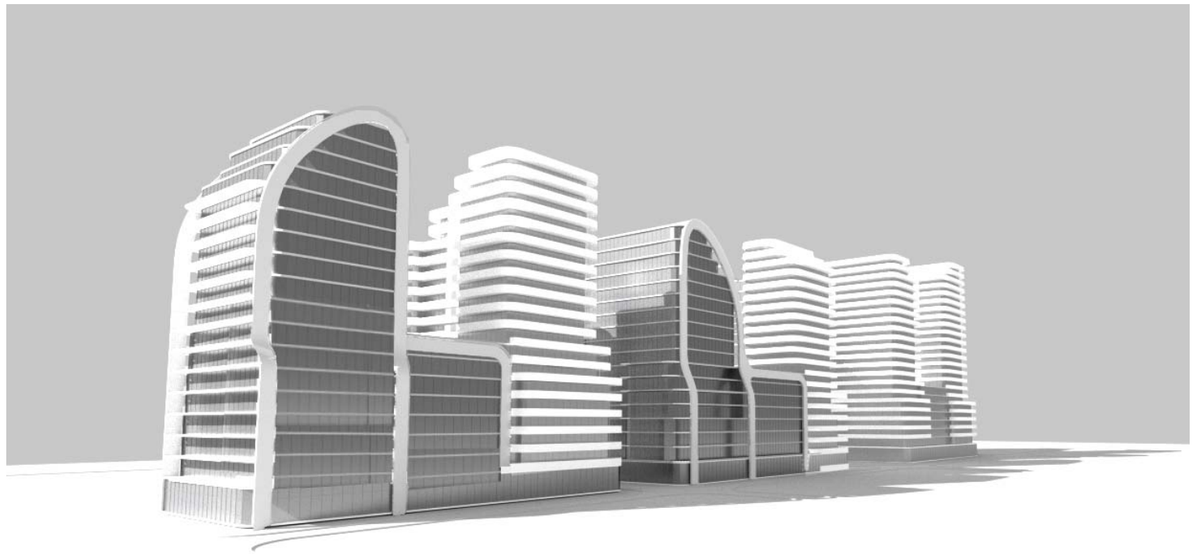
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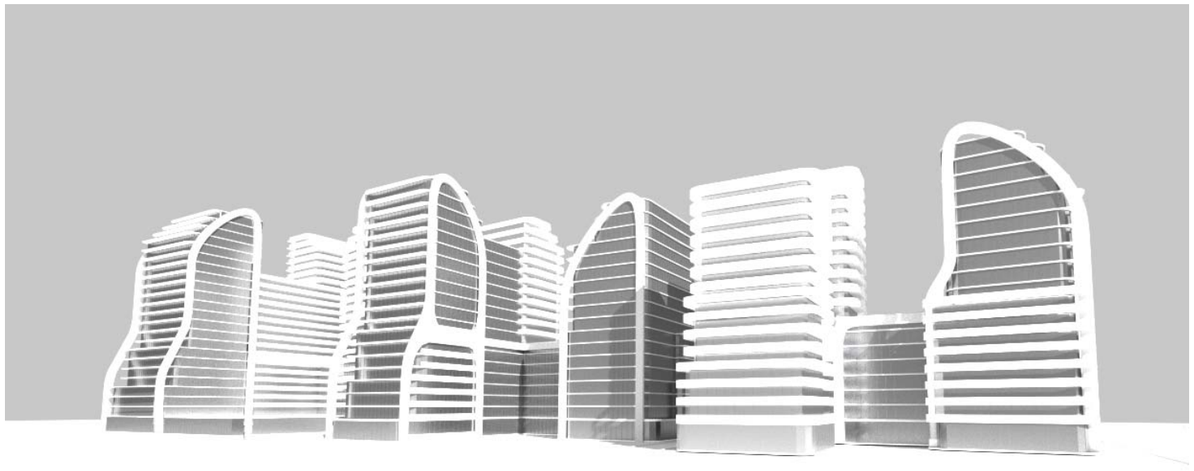


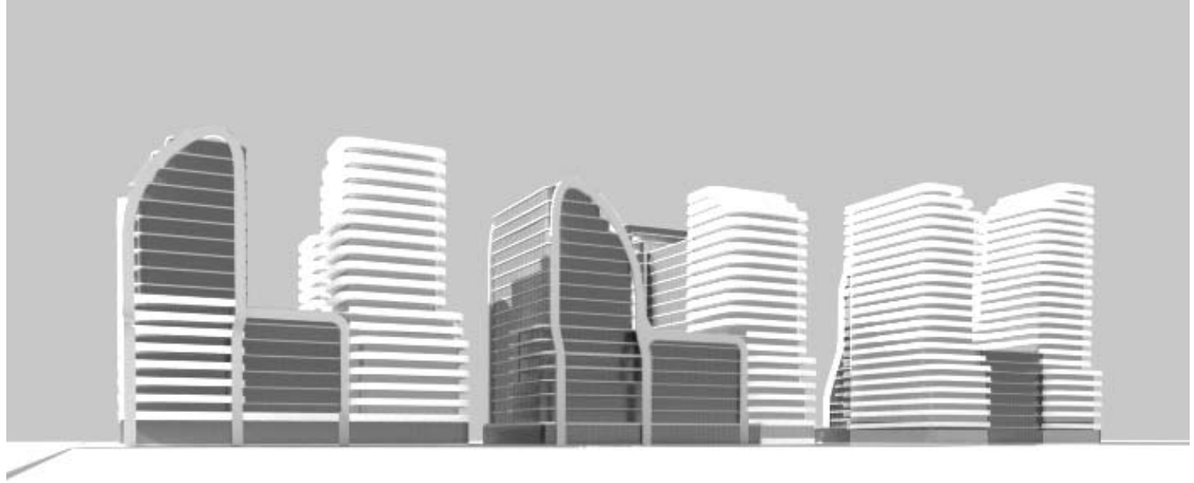

# 6.29 SOLAR DIAGRAM PREFERRED SCHEME 3PM

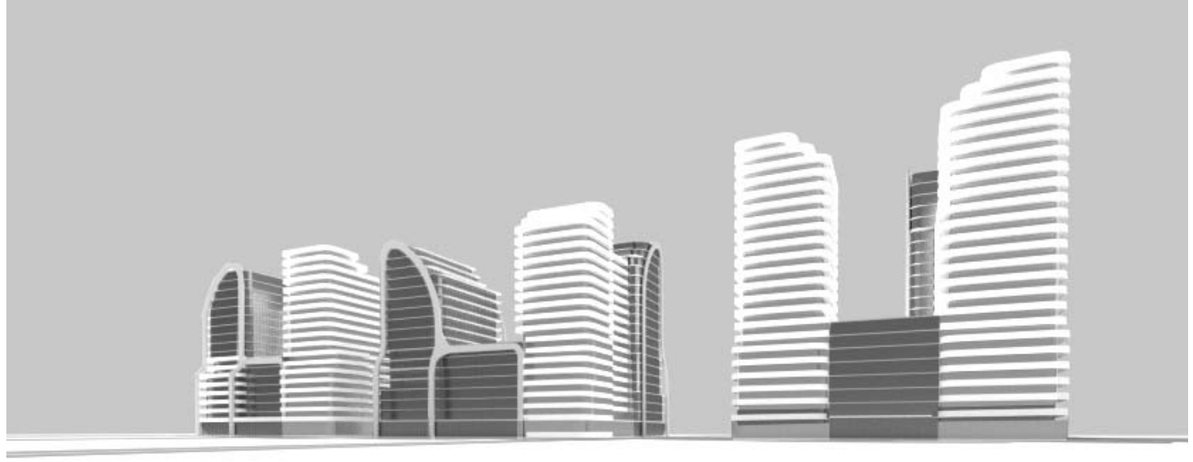
| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

tony owen ptnrs







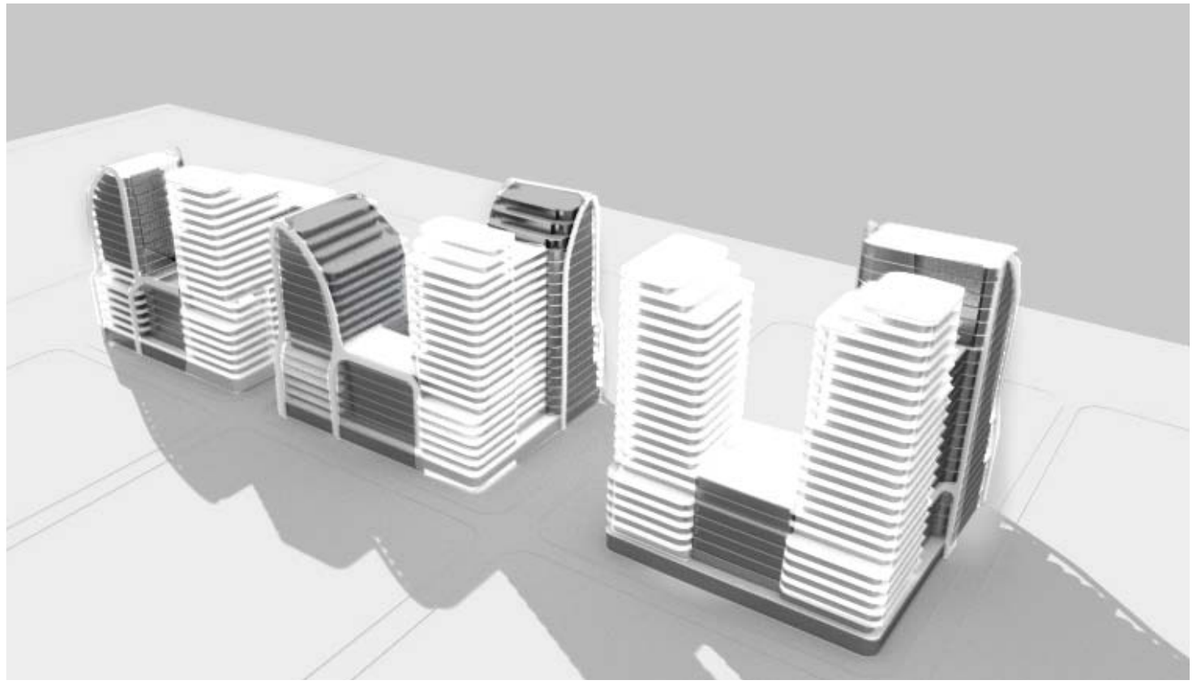


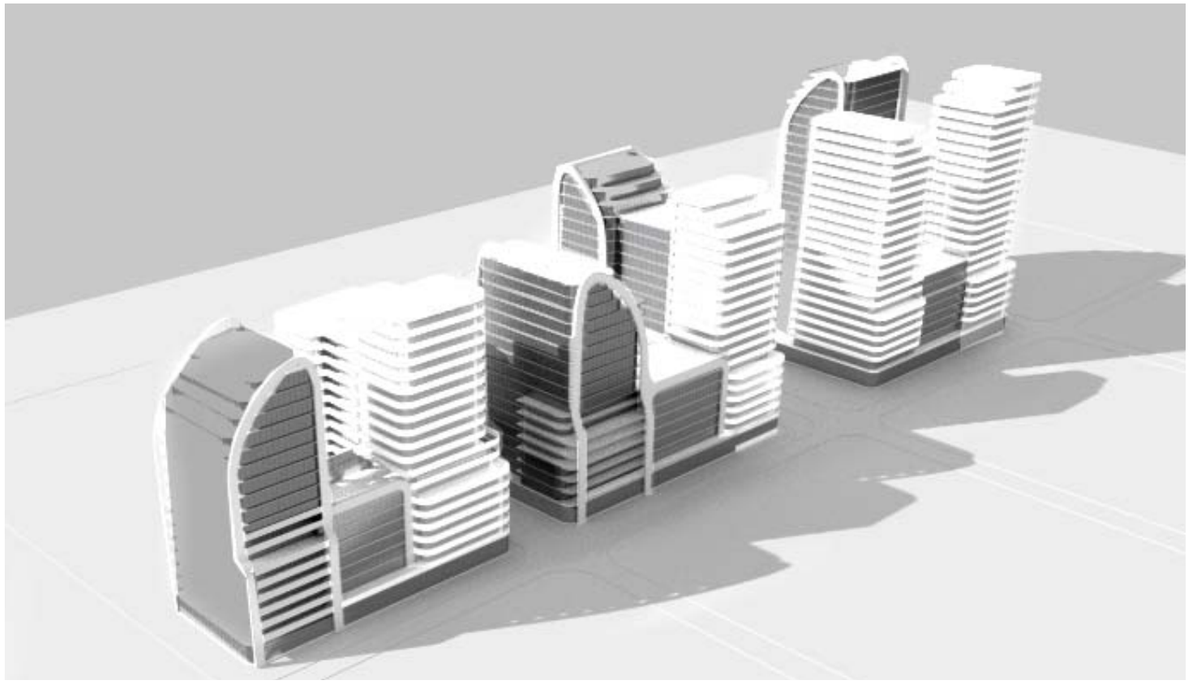
Conceptual Facade Approaches
This diagram represents a conceptual approach to facade and massing. It is not indicative of a final detailed design,  reflect the principles as follows:
A family of building sharing certain traits, yet each building with a distinct character + materials
A variety of shades, facades and expressions within a precinct character.
This is early days and subject to extensive development.

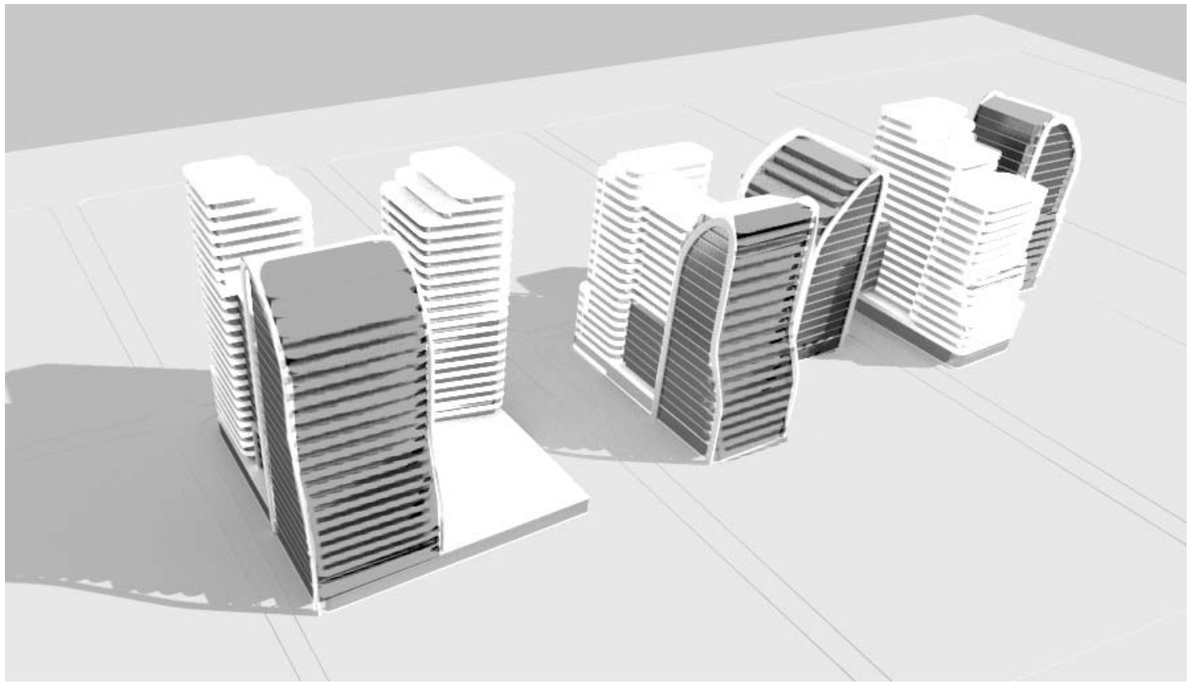
# 6.30 MASSING PERSPECTIVES 01

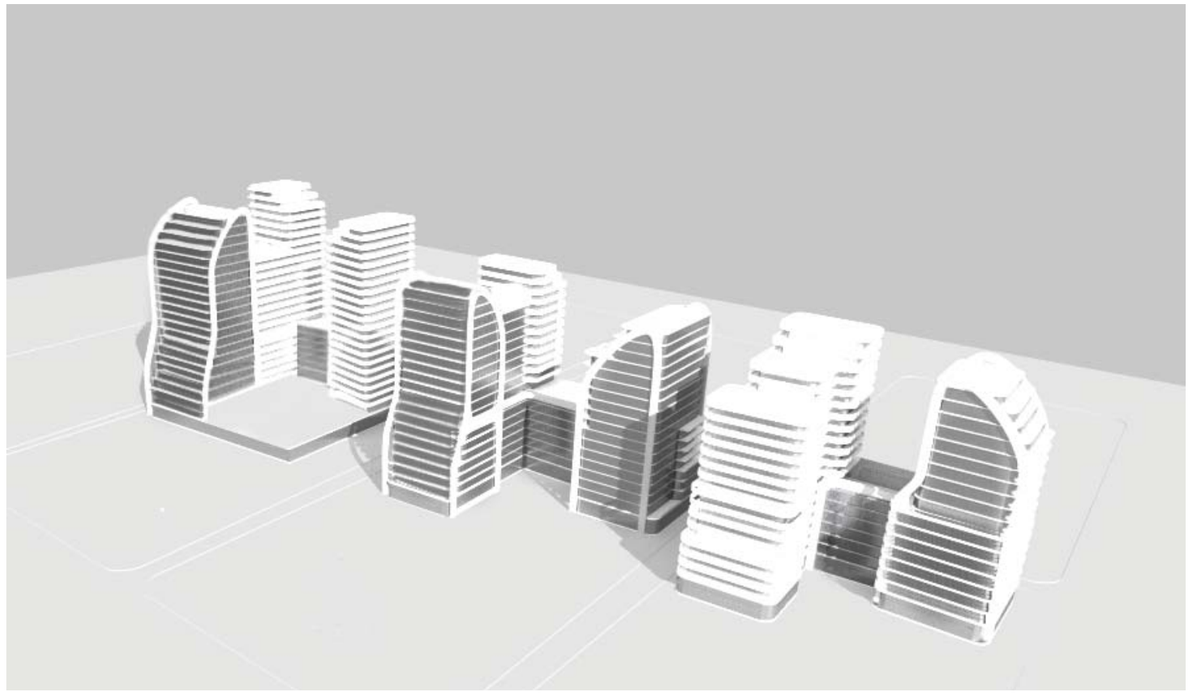
| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| **LEPPINGTON SCOPING REPORT** | **A MOURCHED & G MOURCHED** | **297 BRINGELLY RD LEPPINGTON NSW 2179** | **JUNE 2025** |

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# 6.30 MASSING PERSPECTIVES 02

| PROJECT | CLIENT | ADDRESS | DATE |
|---|---|---|---|
| LEPPINGTON SCOPING REPORT | A MOURCHED & G MOURCHED | 297 BRINGELLY RD LEPPINGTON NSW 2179 | JUNE 2025 |

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Sample Massing:

## 6.30 INDICATIVE MASSING PERSPECTIVES 03



Sample facades + massing:
This rapid AI excercise demonstrates one of many potential facade studies possible within the broad principles.
It is designed to demonstrate the potential for numerical outcomes.

## 6.30 INDICATIVE MASSING PERSPECTIVES 04



## 6.30 MASSING PERSPECTIVES 05