The Design Partnership

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) REPORT

RESIDENTIAL DEVELOPMENT

Site B : Blocks 1 -5

155-166 Rickard Road Leppington NSW

(SSDA) SSD-84430209

MAY 2026

Rickard 88 Development Pty Ltd

Crime Prevention Through Environmental Design (CPTED) Report
Site B: 155-166 Rickard Road Leppington NSW
(SSDA) SSD-84430209

PROJECT NUMBER: 24.014

PREPARED BY



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1 **Executive** Summary

This Crime Prevention Through Environmental Design (CPTED) Report has been prepared to support the State Significant Development Application (SSDA) for Site B at 155–166 Rickard Road, Leppington.

Site B comprises a residential precinct containing nine buildings, including build-to-sell apartments, build-to-rent housing, affordable housing and serviced apartments above basement parking and communal open space. The development also includes an internal street network, pedestrian through-site links, public open space and associated public domain works. Site B forms part of the emerging Leppington Town Centre and is located adjacent to Leppington Train Station and the future mixed-use town centre precinct (Site A).

Leppington is undergoing significant urban transformation from a semi-rural landscape to a higher-density town centre environment. This period of transition introduces new movement patterns, increased activity around the train station and retail precinct, and evolving social dynamics. Crime data indicates elevated risk for motor vehicle theft and steal from motor vehicle within the broader area, reinforcing the importance of robust surveillance, lighting and access control measures within residential developments.

At a precinct level, the Site B masterplan is capable of achieving good CPTED outcomes provided that key interfaces are carefully designed, including the Promenade (pedestrian through-site link), shared pedestrian and vehicular spaces, public parks and residential frontages. The internal street network and public open space create opportunities for strong passive surveillance and activation, while also requiring careful design and management to avoid concealment, ambiguity and after-hours safety issues.

At a building level, the development incorporates a range of residential typologies, including build-to-sell, build-to-rent, affordable housing and serviced apartments. While the mix of housing types introduces varying operational characteristics, the development generally maintains clear residential addresses, active public interfaces and separated access arrangements. Particular attention is required at interfaces involving shared spaces, serviced apartments, basement access areas and key movement corridors.

The Crime Risk Assessment undertaken for the development results in an overall LOW risk rating. The design demonstrates a high proportion of compliant CPTED conditions, with identified challenges capable of being addressed through the recommendations provided in this report.

Subject to implementation of the recommendations relating to landscape design, lighting, surveillance, maintenance and access control, the development has the ability to achieve good CPTED outcomes and provide a safe, legible and well-managed residential environment within the emerging Leppington Town Centre.

2 Introduction

This Crime Prevention Through Environmental Design (CPTED) Report has been prepared by The Design Partnership on behalf of Rickard 88 Development Pty Ltd (the Applicant) to address the project-specific Secretary's Environmental Assessment Requirements (SEARs) issued the proposed State Significant Development Application (SSDA) SSD-84430209. The development is located at 156-166 Rickard Road, Leppington (the Site) and is located within the South West Growth Area (SWGA) within the Camden Local Government Area (LGA).

2.1 Description of the Development

The proposed development seeks to deliver a mixed-use residential precinct within Leppington Town Centre, referred to as the 'Residential Core'. The Residential Core Precinct will deliver a range of housing typologies in the form of build-to-rent, residential flat buildings and affordable housing units, as well as serviced apartments. This will unlock a total of 1,206 dwellings, comprising 1017 residential apartments and 189 affordable housing units for Leppington Town Centre. Specifically, the SSDA seeks consent for:

- Delivery of site preparation works across the site, including demolition, vegetation removal, subdivision and internal road network,
- Delivery of public domain and open space works which contributes to the broader Leppington Town Centre open space network, and
- Construction of nine (9) buildings, comprising of built-to-rent, affordable housing and serviced apartments in Blocks 1-5 and associated parking.

The proposed development is supported by concurrent rezoning application to seek amendments to Appendix 5 Camden Growth Centres Precinct Plan within the State Environmental Planning Policy (Precincts – Western Parkland City) 2021 pursuant to the concurrent rezoning process through the Housing Delivery Authority (HDA) planning pathway. This concurrent rezoning will provide the rezoning and variations to development standards required to facilitate the delivery of the Residential Core Precinct and Leppington Town Centre, generally in accordance with the Leppington Town Centre State-Assessed Rezoning Proposal (SARP).

Approval of a Concurrent Rezoning Amendment: To facilitate the built form proposed under SSD-84430209, concurrent amendments are sought to the WPC SEPP pursuant to the concurrent rezoning process facilitated by the HDA planning pathway. This concurrent rezoning seeks to vary existing controls under the WPC, whilst also seeking alignment with the LTC SARP which is expected to be finalised by DPHI mid-2026. Specifically, the project seeks to amend the WPC SEPP as follows:

- Amend the Land Zoning Map to rezone the site from B7 Business Park to MU1 Mixed Use and RE1 Public Recreation.
- Amend Clause 4.3 to increase the height of buildings control from 24m to 85m.
- Introduce a floor space ratio control of 4.85:1 for the entire site.

State Significant Development consent for the proposed development: The SSDA seeks detailed consent for the following works:

- Demolition of existing structures, clearing of vegetation and site preparation works across the site.
- Subdivision of the site to create eight (8) lots.
- Bulk earthworks and civil infrastructure works across the site.
- Construction of an internal street running north to east, connecting the local road along the northern boundary within the town centre along the eastern boundary.
- Construction of nine (9) buildings containing:
    - Six (6) residential flat buildings ranging in height from 6 to 21 storeys, accommodating 784 build-to-sell apartments
    - One (1) build-to-rent residential building of 25 storeys, accommodating 208 apartments.
    - One (1) residential apartment building for affordable housing of 22 storeys, accommodating 189 apartments.
    - One (1) apartment building containing serviced apartments of up to 9 storeys, comprising 112 rooms.
- Deliver 7,400sqm of non-residential floor space in the form of serviced apartments in Block 1.
- Delivery of a total of 11,584 car parking spaces across basement levels associated with the buildings.
- Delivery of an active and connected public domain, including:
    - Approximately 7,500sqm of public open space in the form of north-south and east-west linear parks that connect with the broader town centre.
    - Approximately 8,000sqm of communal open space for residents and visitors.
- Street landscaping, tree planting and public domain works throughout the site.
- Installation of building signage to support wayfinding and building identification across the precinct.

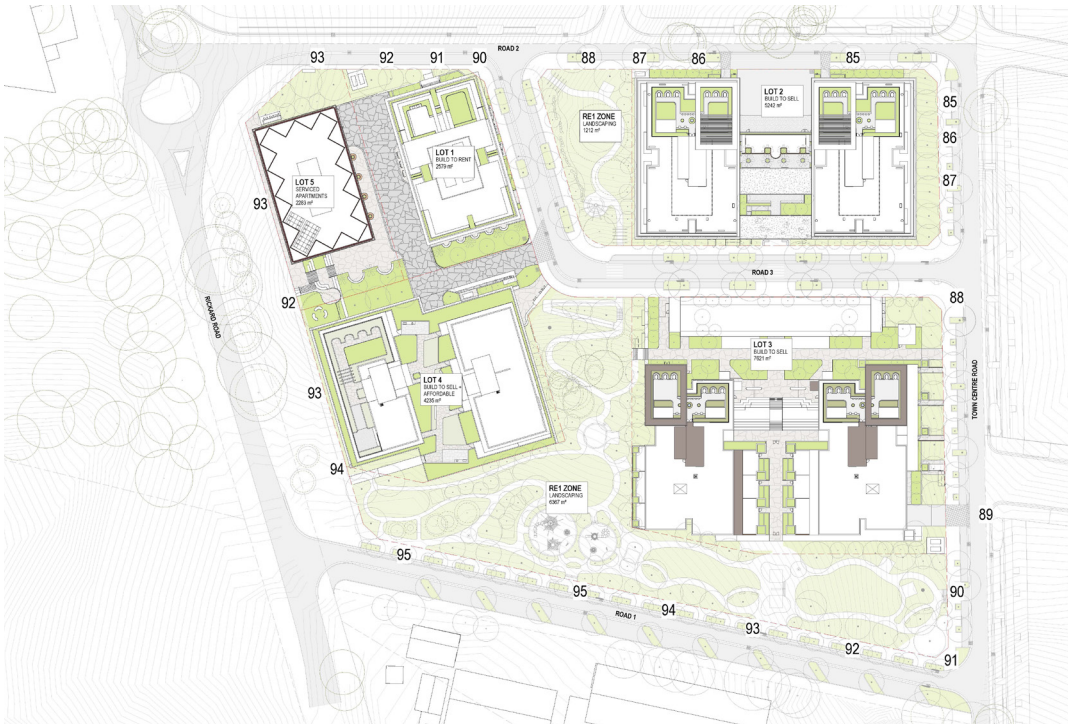


Figure 1 SSDA – Proposed Works

This report addresses the Secretary's Environmental Assessment Requirements (SEARs) issued for the project, notably:

Table 1 Secretary's Environmental Assessment Requirements (SEARs)

SEARs Requirement	Section of the Report where response is provided
7. Statutory Context • Address all relevant legislation, environmental planning instruments (EPIs) (including drafts), plans, policies, guidelines and planning circulars. • Identify compliance with applicable development standards and provide a detailed justification for any non-compliances.	Entirety of the report and the summary of the DCP provided on page 55.

The statement confirms that the report or plan complies with the relevant SEAR(s) and any pertinent state and local legislation, policies, and guidelines. Additionally, it confirms that the information contained in the report is accurate and not misleading. The consultant signature at the end verifies that the sub-consultant accepts responsibility for the accuracy and compliance of the report.

I, Kristine Cianci, confirm this Crime Prevention Through Environmental Design (CPTED) Report addresses the requirements of SEAR No. SSD-84430209 and relevant State and local legislation, policies, and guidelines pertaining to CPTED. I further confirm that none of the information contained in the CPTED Report is false or misleading.



Kristine (Kristy) Cianci | Managing Director, Architect & CPTED consultant.

2.2 What is CPTED?

Crime Prevention Through Environmental Design (CPTED) is a strategy that aims to reduce crime by designing the built environment according to a set of guidelines.

CPTED is based on the principle that many offenders are guided by rational thought and make a cost/benefit analysis of their actions prior to committing a crime. Applying CPTED methods aims to discourage offenders by maximising the risk and effort of committing a crime, while minimising the benefits and opportunities of committing that crime. CPTED also identifies ways to create a feeling of safety, leading to increased use of an area, which in turn improves natural surveillance and deters offenders. In NSW, CPTED is largely administered by Safer By Design, a co-operative made up of NSW Police, local councils, government departments and private sector organisations. The Design Partnership structures its CPTED reports according to Safer By Design guidelines.

Safer By Design identifies seven key areas where CPTED principles can be applied: surveillance; lighting and technical supervision; territorial reinforcement; environmental maintenance; activity and space management; access control; design/definition/designation.

2.3 Scope & Methodology

This report has been prepared by Kristy Cianci of The Design Partnership, who has undertaken CPTED training with NSW Police. Kristy is a registered architect (ARB NSW No. 9254) and specialises in the preparation of CPTED assessments, studies and reports. The CPTED assessment and report has been prepared in coordination with the architectural and landscape design process to ensure CPTED principles are considered as part of the ongoing design development of the project.

Consultation with NSW Police was initiated as part of the preparation of this report. At the time of writing, a contact officer had been identified through the Local Area Command; however, consultation was unable to occur within the project timeframe. Any feedback received through future engagement can be considered as the design progresses.

The following methodology was used to prepare the CPTED report:

1. Desktop review of the proposal and surrounding context.
2. Review of crime data available through the Bureau of Crime Statistics & Research (BOCSAR).
3. Review of relevant media, publications and contextual information.
4. Review of architectural and landscape documentation.
5. Ongoing coordination with the architectural and landscape design process during project development.
6. Consultation initiated with NSW Police.
7. Preparation of draft CPTED Report for review.
8. Preparation of final CPTED Report.

2.4 Structure Of The Report

The basis of this report is a Crime Risk Assessment (CRA), which is used to identify overall crime risk for the project and the appropriate level of CPTED treatments. A summary of the Crime Risk Assessment has been provided as diagrams in Section 5. Using the CRA as a template, this report assesses the design and provides recommendations under the seven CPTED design principles.

3 The Wider Context

3.1 The Context of Leppington

Leppington is transforming from a rural community into a new urban centre and is one of the most significant urban developments in Western Sydney. Historically, the suburb was known for its agricultural lands, market gardens, and rural lifestyle.

Leppington is part of the NSW Government's urban expansion plans for the South West Growth Area. The plan is to transform the region into a new city to accommodate the region's growing population. In 2015, with the arrival of the Leppington train station, which is part of the South West Rail Link project, the foundations for the new city were established in response to Sydney's growing population and the need for better connectivity between the outer suburbs and the city centre.

The urban transformation in Leppington comprises tracts of farmland being rezoned for residential, commercial, and industrial use, with the development of master-planned communities. New residential living will accommodate diverse households in a range of housing typologies. The area's infrastructure will include the construction of new schools, healthcare services, retail and commercial precincts and recreational spaces.

The suburb's evolution is closely tied to the Greater Sydney Commission's vision for a polycentric city, where Leppington and its surrounding areas form part of the Western Parkland City. In this strategy, Leppington intends to become a self-sufficient urban centre that provides its residents with jobs, services, and amenities. The goal is to reduce the city's reliance on Sydney. Leppington will benefit from the future Western Sydney International (Nancy-Bird Walton) Airport.

While the suburb is embracing urbanisation, there are efforts to retain some aspects of its rural past. Community engagement has been and remains an integral part of the planning process. The goal is to design the new urban spaces to reflect the needs of new residents and long-standing locals. This is a balance between preserving the local character while accommodating growth that will shape Leppington's identity as it continues its journey from a rural outpost to a new city.

The adjoining Site A, is proposed to be developed as a mixed-use precinct incorporating retail and residential uses (subject to a separate DA). This will result in a more consistent level of activity across the day and evening, supported by an on-site residential population in addition to visitors to the retail and transport interchange.

As a result, Site B will operate at the interface between a highly active mixed-use centre and a predominantly residential environment. The need for clearly defined residential addresses, strong passive surveillance and well-resolved transitions between public and private space will be critical.

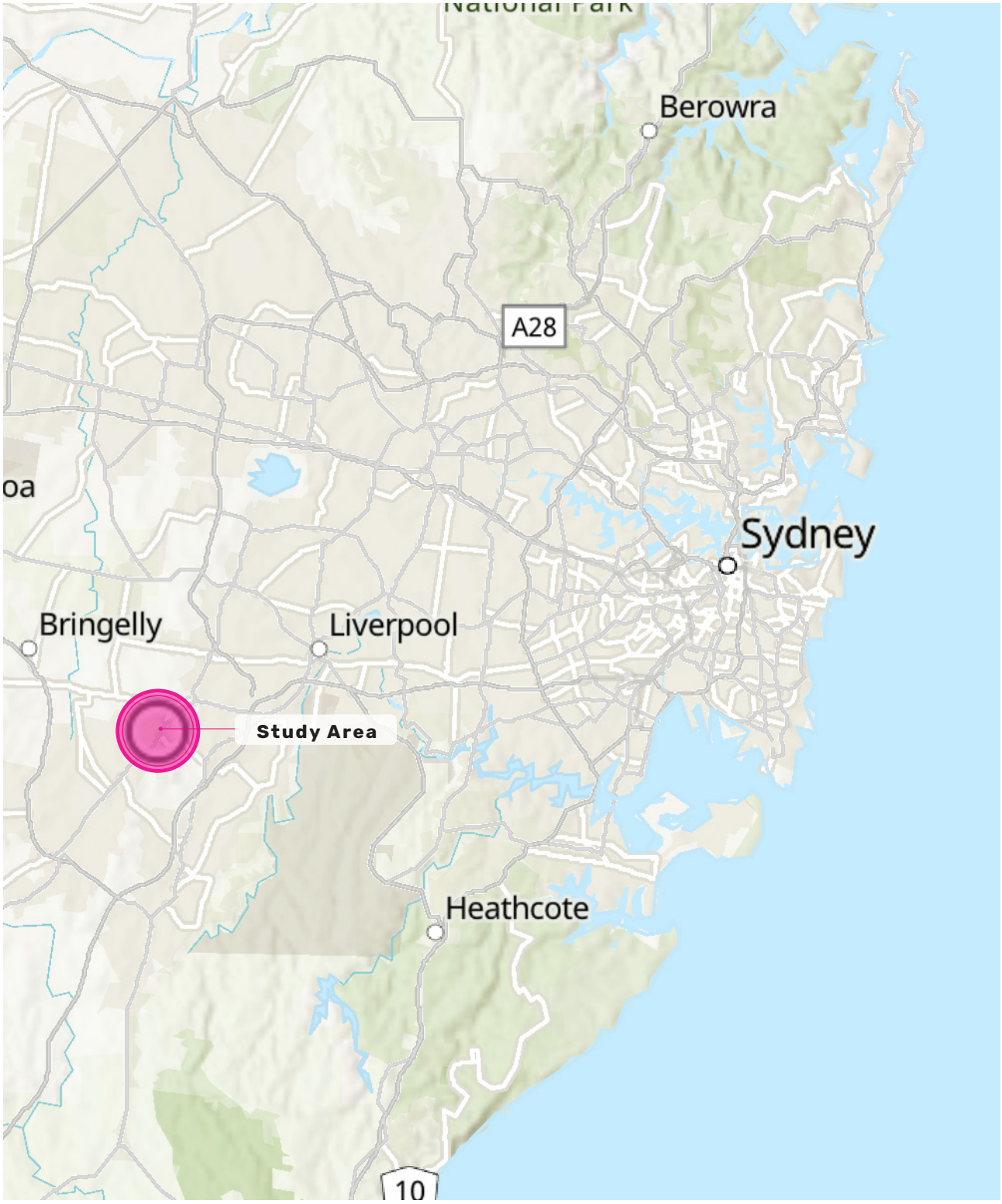


Figure 2: Leppington, situated west of Sydney CBD (ArcGIS 2026)

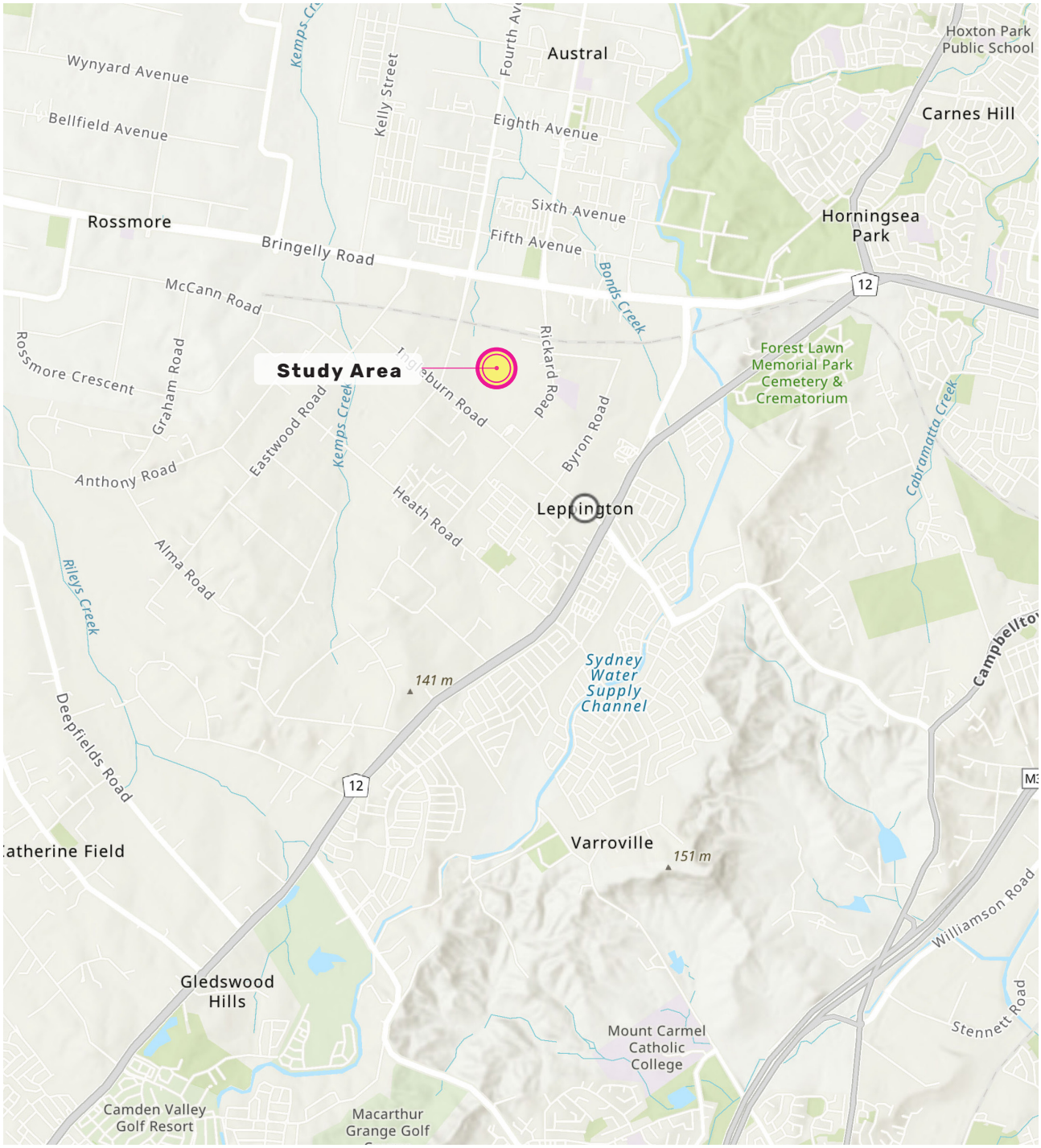


Figure 3 : Proposed subject development, located in Leppington, situated south of Bringelly Road (ArcGIS 2026)

3.2 Social Analysis of Leppington

Data from Profile.Id.com.au identifies Leppington as part of the broader South West Growth Area in New South Wales. Its catchment is described as Leppington - Rossmore - Catherine Field (The catchment) (See Figure 4). This catchment is bounded by Bringelly Road in the north, Cowpasture Road, Camden Valley Way and Campbelltown City in the east, Raby Road and Camden Valley Way in the south, and the transmission line and South Wianamatta Creek in the west. The catchment covers an area of approximately 33.55 square kilometres, with a population of 14,931 residents as of 2023, resulting in a population density of 445 people per square kilometre.

Leppington has a rapidly growing population and a diverse range of housing options. Historically known for its rural landscape and low-density housing, the suburb is now experiencing significant urbanisation. Recent years have seen the development of new residential estates, including a mix of townhouses, detached homes, and medium-density housing, alongside the construction of key infrastructure projects like schools, shopping centres, and healthcare facilities. While some rural properties remain, they are being gradually replaced by newer housing developments to accommodate the growing population. This transition can create “urbanisation stress” or “transitional stress” for some parts of the community, characterised by ongoing construction, changing neighbourhood dynamics, and the introduction of high-density developments into what was once a rural environment.

Table 2 highlights the growth in population in the catchment by 5449 people between the 2016 and 2021 censuses. These are predominately in the younger age groups, including Parents and Homebuilders, the Young workforce and Primary Schoolers. It shows growth in households with children. This is further reinforced by the Families with Children category representing approximately 50% of the 2021 population. This, however, is likely to change over time as higher density living in the city centre, close to the train station, will attract smaller households with fewer children.

Leppington can generally be divided into several areas: the older, semi-rural properties that still remain on the outskirts, the new low density residential living and the proposed high density areas near the Leppington train station. The area surrounding the station will become a focal point for higher-density residential developments, as well as the establishment of commercial and retail centres. As Leppington transitions, it will be crucial to clearly define the public and private spaces within these mixed-use developments. This clarity in design plays a vital role in maintaining residents’ privacy and security, contributing to a cohesive and safe urban environment.

As Leppington continues to grow, managing the balance between urbanisation and community cohesion will be critical in ensuring it becomes a well-connected and liveable new city.

Table 2

Item	Leppington - Rossmore - Catherine Field Catchment	Camden Council LGA	Notes
Household Types (top 3)			
Couples with Children	50.5% (+932)	47.5%	The significant rise in Couples with Children is representative of the current new housing typology which is predominately detached housing. This is likely to change as the town centre is developed with higher density living.
Couples without Children	22.9% (+390)	22.3%	
Lone Person	11.5% (+117)	13.5%	
Age Groups (top 3)			
Parents and homebuilders (35 to 49)	21.8% (+1,369)	22.4%	The catchment's population increased by 14.46% per year between census. This is likely due to the new residential estates that have been constructed in the catchment. The highest growth were in young families. These groups need access to good open space and playgrounds.
Young workforce (25 to 34)	18.8% (+1,243)	16.3%	
Primary Schoolers (5 to 11)	10.7% (+667)	11.4%	
Dwelling Types			
Separate House	95.4% (+1,596)	92%	The higher percentage of separate houses and the growth of that housing typology are representative of the recent residential subdivisions in the area. The future high-density areas in the city will be a significant shift. It is a different type of living for example, most residents live above ground level, meaning they depend heavily on their building's security systems to protect their homes and belongings. This is especially important in spaces where individuals have less personal control, like basement car parks, where other residents and building management influence security. The new shopping centre will be an essential space for those living in high-density buildings.
Caravan, cabin, houseboat	2.6% (+77)	0.4%	
Medium Density	1.9% (+49)	7.3%	
High Density	-	-	
Dwelling Occupancy			
Dwellings Occupied on Census night	94.2% (+1,622)	96.4%	The proportion of unoccupied dwellings was 5.8%, which is higher compared to that found in Camden Council area (3.5%), despite the census being held during COVID which had higher than normal occupancy rates. High occupancy rates for an area can assist in provide natural Surveillance and Territorial Reinforcement such as community ownership.
Motor Vehicle Ownership			
2 motor vehicles	43.4% (+919)	44.3%	High levels of car ownership significantly influence how residents interact with their surroundings. The higher level of car ownership is associated with the new low density living outside the proposed city centre. It is likely that the new higher density living will have less car ownership. Therefore, it is more likely that people living in the city centre will walk to their destination. While those living in the low density areas will drive.
3 or more motor vehicle	27.9% (+319)	25.7%	
1 motor vehicles	22.4% (+411)	24.5%	
Method of travel to work			
Car as driver	44% (+723)	48.1%	
Worked at home	32.1% (+1,464)	28.7%	
Did not go to work	13.5% (+496)	14.9%	
Train	3% (-81)	1.8%	

Table 2

Item	Leppington - Rossmore - Catherine Field Catchment	Camden Council LGA	Notes
Employment Status			
Total labour force (participation rate over age of 15)	65% (+2,763)	69.1%	Employment status compared with the Camden Council LGA shows a lower proportion of employment and a higher proportion of unemployment.
Employment status	95.3% (+2,624)	96.5%	
Unemployment status	4.7% (+139)	3.5%	
Industries			
Health Care and Social Assistance	12.8% (+471)	12.9%	Retail Trade is under significant pressure from crimes such as assault and theft.
Construction	12.5% (+274)	12.8%	
Retail Trade	9.5% (+217)	9.8%	
Occupations			
Professionals	22.4% (+802)	20.1%	Professionals, managers, and some clerical or administrative workers often have the flexibility to work from home. This increased presence can help counteract the "bedroom community" effect, where residents only use their homes for sleep and spend most of their time elsewhere. There is also the intent that the city becomes self sufficient thereby further providing more opportunities for people to live and work in the city. By being more present throughout the day, these workers can foster a stronger sense of community within the building, creating more opportunities for interaction and engagement among residents, particularly if there are co-working spaces within the building.
Clerical and Administrative Workers	15.3% (+388)	15.3%	
Managers	13.7% (+297)	13.6%	
Technicians and Trade Workers	13% (+279)	14.2%	
Proficiency in English			
Speaks English only	52.1% (+2,537)	74%	The ability to speak and read English well (as well as another language) ranks lower than the LGA. Ability to read and speak English is an important factor when signage is relied upon for CPTED solutions. However, signage which considers non-English speakers (and readers) is important to improve safety. Techniques such as universal symbols may be appropriate.
Speaks English well or very well	38.3% (+2,667)	20.4%	
Speaks English not well or not at all	5.6% (+302)	2.3%	
Long Term Health Condition			
No long-term health condition	70.9%	66.2%	The residents reporting no long-term health condition is higher than the LGA. This is positive as it is more likely to result in a community who are active and have higher participation rates with their community. This is also likely due to the younger age group of the population.
Population with at least one long-term health condition	23%	27.7%	

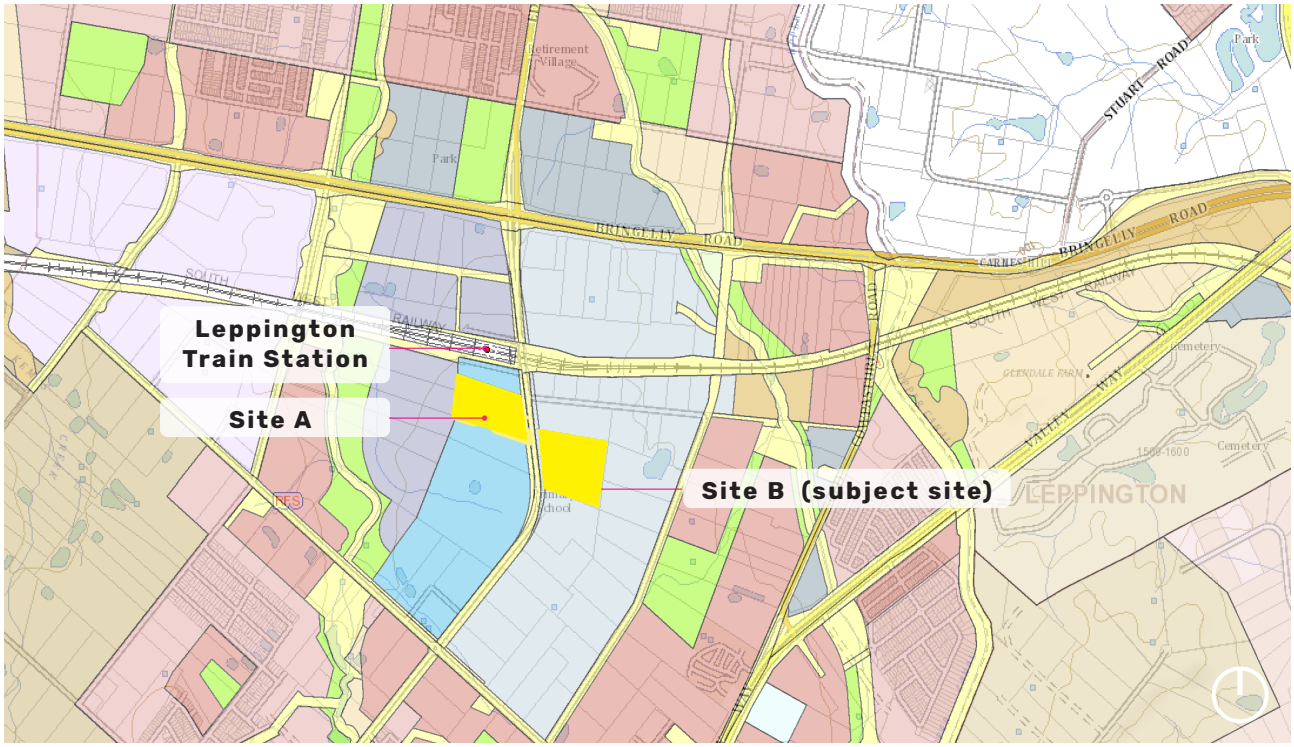


Figure 4: Leppington Land Zoning Map (Spatialviewer 2026)
The subject site is currently zoned B7 Business Park and is east of Site A which will be developed as a mixed use development. The Leppington train station is situated to the north of the proposed development.

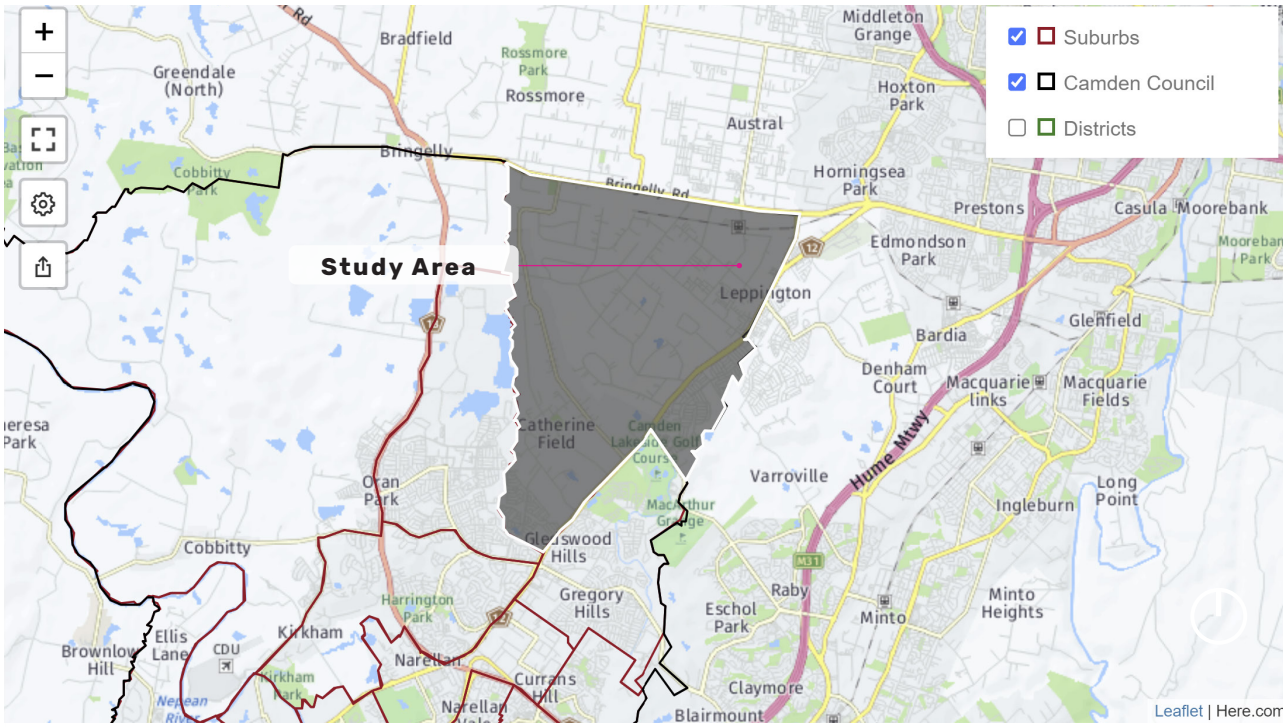


Figure 5: Profile Id catchment (ProfileID 2026)
Leppington - Rossmore - Catherine Field Catchment (dark grey) within the Camden Council LGA.

4 The Proposed Development

The proposal relates to Site B comprises five development lots containing nine buildings arranged around a new internal road network, a central park, and a Promenade (pedestrian through-site link) connecting key parts of the precinct.

Block 1 – Built to Rent (BTR)
Block 1 is located in the north-west corner of Site B and comprises Built to Rent (BTR) apartments.
- To the south of Block 1 is the Promenade/shared space..
- Basement access is provided via a shared vehicle entry between Block 1 and Block 5.
- This shared access connects to the Promenade, which functions as a shared zone and links through to the new internal road to the east.

Block 2 – Build to Sell (BTS)
Block 2 is located in the north-east corner of Site B.
- Basement vehicle and pedestrian access is provided from Road 2.
- The primary pedestrian entry is from the south, via the new internal road.
- A proposed park is located immediately to the west, providing a key public interface.

Block 3 – Build to Sell (BTS)
Block 3 is located in the south-east corner of Site B.
- Basement access is provided from Town Centre Road to the east.
- To the south of the site is open space and Leppington Primary School, creating a sensitive interface with community uses.

Block 4 – Affordable Housing and Build to Sell (BTS)
Block 4 is located in the south-west corner of Site B, adjacent to the Promenade.
- The development comprises a mix of affordable housing and BTS dwellings.
- Basement access is from the Promenade, which operates as a shared zone and connects through to the new internal driveway network.

Block 5 – Serviced Apartments
Block 5 is located in the north-west corner of Site B, at the intersection of Rickard Road and Road 2.
The development comprises serviced apartments, with one ground-floor retail tenancy.
- To the south of Block 5 is a pedestrian through-site link/shared space, which connects to Block 4 on the opposite side.
- Basement access is provided via a shared vehicle entry between Block 1 and Block 5.
- This shared access connects to the Promenade, which functions as a shared zone and links through to the new internal road.

Key Site Elements
- A Promenade (pedestrian through-site link) runs east-west through the centre of the site, connecting Rickard Road to the internal road network.
- A central park is located between Block 1 and 2 and forms a key public open space.
- The site interfaces with a mix of roads, open space, and community uses, resulting in varied public, semi-public, and private edges across the development.

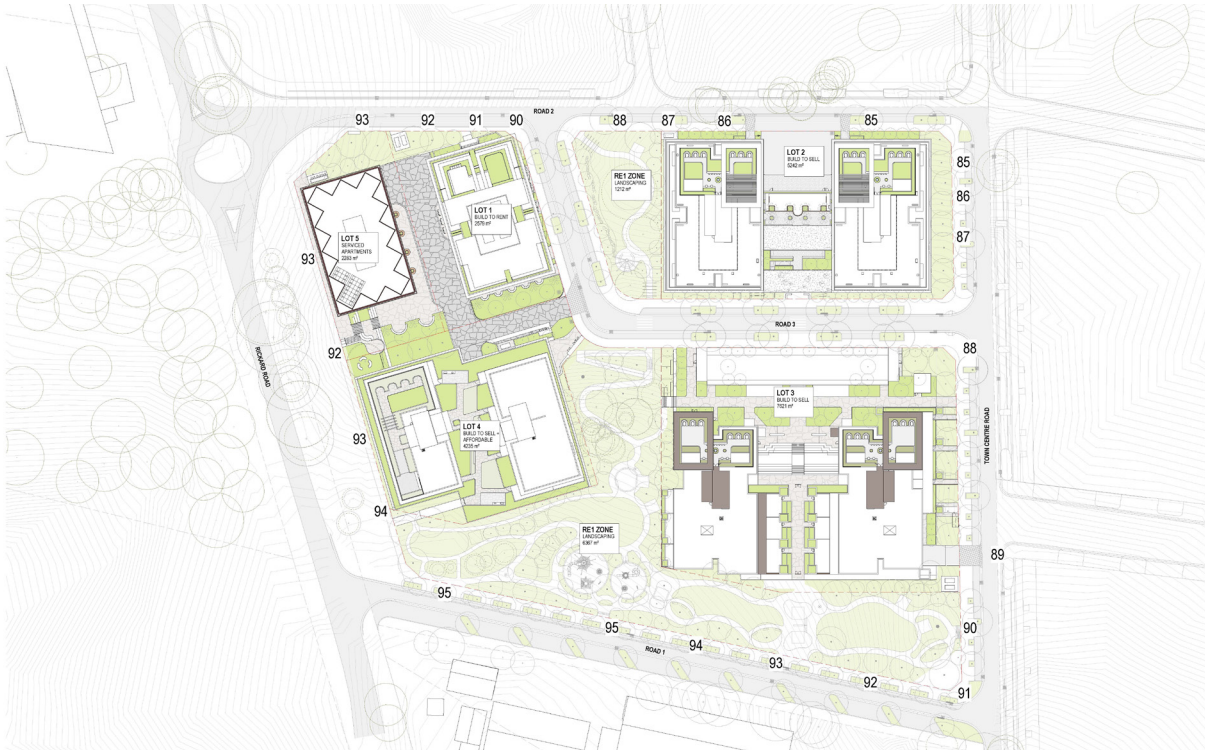


Figure 6: **Masterplan** (Rothelowman 2026).

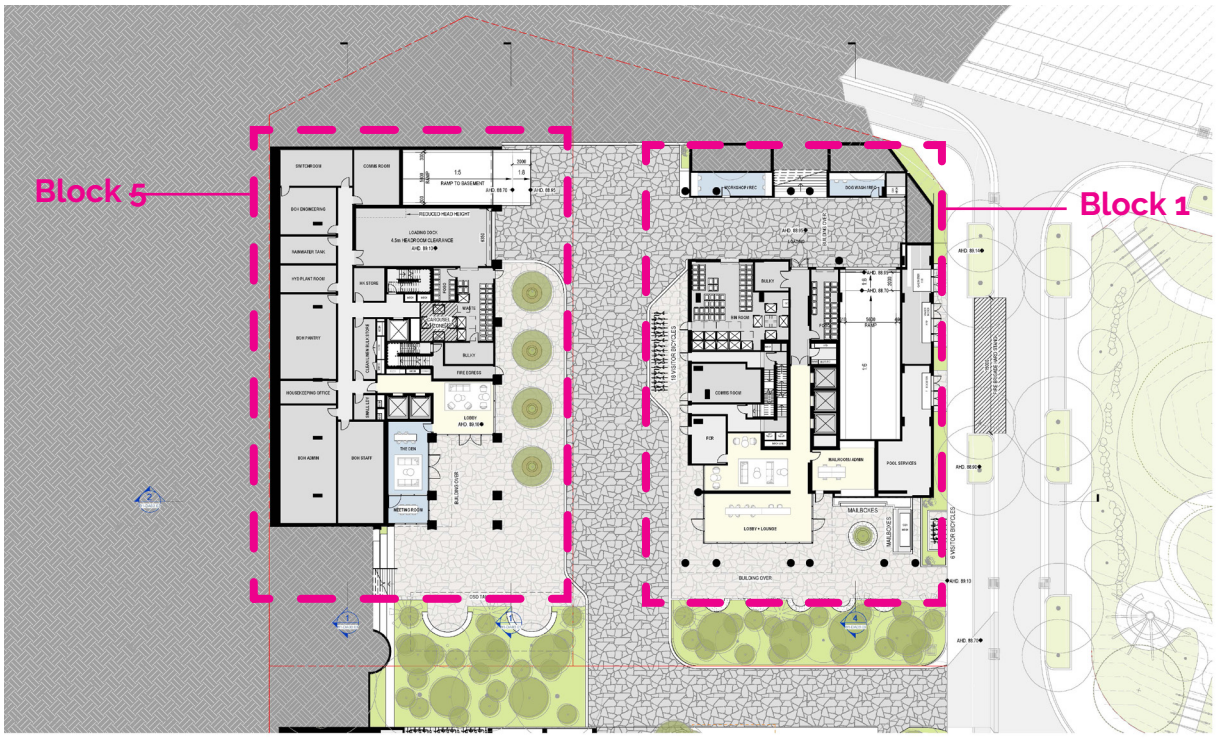


Figure 7: **Block 1 and 5 - Serviced Apartments and Built to Rent (BTR)** (Rothelowman 2026).



Figure 8: Block 2 - Built to Sell (BTS) (Rothelowman 2026).



Figure 9: Block 3 - Built to Sell (BTS) (Rothelowman 2026).



Figure 10: **Block 4 - Affordable and Built to Sell (BTS)** (Rothelowman 2026).



Figure 10.1: **View through the Promenade looking towards Block 2** (Rothelowman 2026).

5 Crime Risk Assessment Summary

Site and building analysis helps in the understanding of a place – how the built form, landform and local user groups can increase or decrease criminal activity.

The following diagrams are a visual representation of the Crime Risk Assessment (CRA) undertaken for this project. The outcomes of this analysis are incorporated into the Assessments and Recommendations provided in Section 6.

5.1 Context Analysis - Leppington and surrounding suburbs



Figure 11: Summary Context Analysis (Google Earth/ TDP 2026).

Leppington is a suburb undergoing a significant transformation, shifting from its agricultural, rural, and industrial past towards becoming a new city. The early stages of development include low-density housing and the recently constructed Leppington Village shopping centre. In the coming years, higher-density residential and commercial projects will shape the area's evolving urban landscape.

This period of change creates what is known as "transition stress." As the area moves from low-density to high-density, the constant construction and influx of new, unfamiliar people can lead to social tensions and create opportunities for crime. Additionally, the site is located nearby to Leppington train station, which, as a transport hub, is at higher risk for crime. Movement predictors, such as pedestrian traffic between the residential precincts and the train station, are likely to experience elevated risks for crimes like assault, theft, and malicious damage.

Designing these spaces with crime prevention in mind is crucial. Robust planning should focus on avoiding the creation of concealment spaces and ensuring high visibility. As the area develops further, safety measures will need to evolve to address these emerging risks.

1. Leppington Village - new shopping centre. Two storey with basement carparking. Woolworths and specialty retail.
2. Leppington Public School.
3. Lochies Hotel - Licensed
4. New residential - low density
5. Mix of existing agricultural
6. Willowdale Shopping Centre and Willowdale Hotel
7. Leppington Anglican College

Subject site.

Primary Movement network

Train Line

T Leppington Train Station

5.2 Site B Context Analysis

At a precinct level, the Site B masterplan establishes the urban structure that will determine how the public domain, buildings and movement corridors function over time. The overall layout is capable of achieving good CPTED outcomes, provided that key interfaces are carefully developed and maintained, including the pedestrian through-site link, shared spaces (pedestrian and vehicular) and the park.

Internal Street
The new internal street will form an important movement corridor through the precinct, accommodating both pedestrian and vehicle movement between surrounding residential areas, the mixed-use town centre and the public park. This street is expected to experience regular through-movement, including activity outside typical residential hours. Buildings addressing this corridor should provide clearly visible entries, active frontages and direct overlooking of the public domain to support passive surveillance and reinforce a strong sense of address.

Pedestrian Through-Site Link
The pedestrian through-site link provides a connection between Rickard Road and the internal park and street network. It forms part of a shared access system accommodating both pedestrian and vehicular movement. The arrival from Rickard Road provides an elevated visual outlook into the link, supporting wayfinding; however, landscape design has the potential to reduce visibility if not carefully managed. Landscaping should be designed and maintained to avoid creating concealment or entrapment spaces, while ensuring that building entries and lobbies remain visible from the link to support intuitive wayfinding and surveillance.

Public Park
The public park will operate as the primary open space for Site B and will benefit from passive surveillance from surrounding buildings, particularly during periods of lower activity. Future buildings provide habitable room windows and balconies with clear sightlines into the park. Landscape design should incorporate low planting and high canopy trees to avoid concealment and maintain visibility between the public domain, adjacent dwellings and Leppington Primary School to the south. A children's playground is proposed in the southern portion of the park adjacent to the school and is likely to experience regular use by families before and after school hours, providing positive activation.

The masterplan is capable of achieving good CPTED outcomes, subject to these design directions being implemented through detailed design and ongoing management.

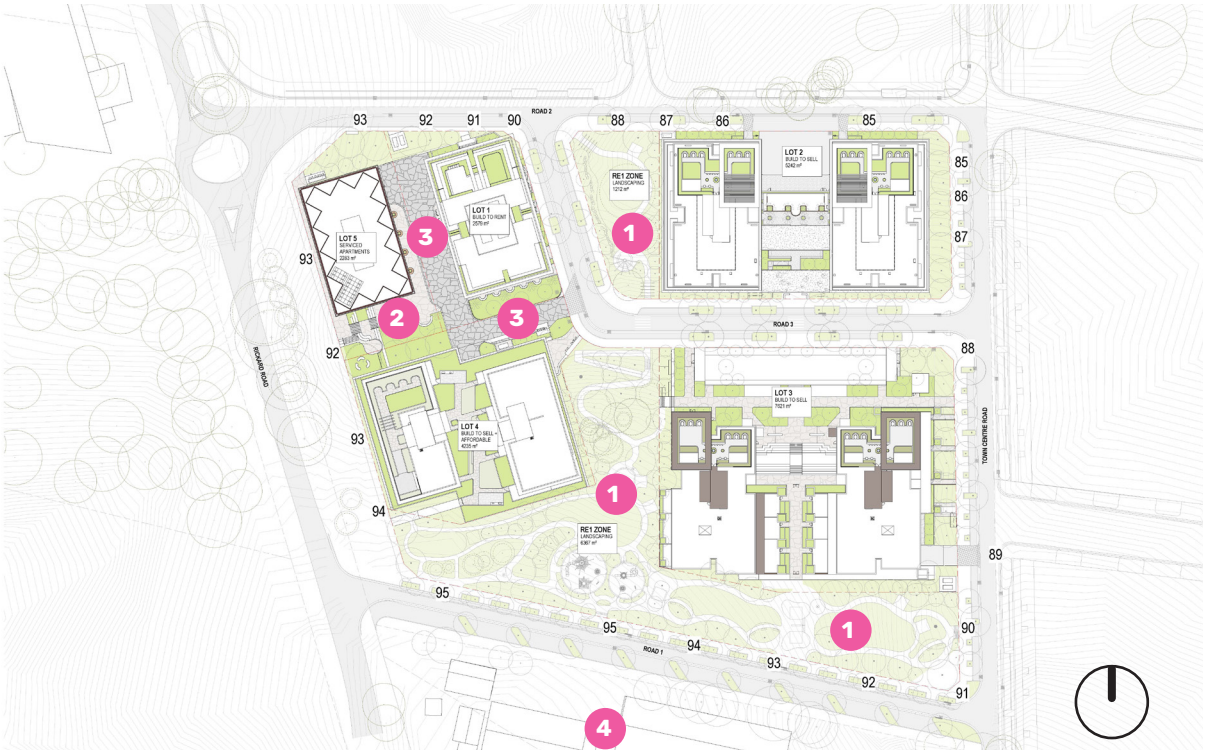


Figure 12: Site B Masterplan (Rothelowman 2026).

1 **Parks and landscaped areas between buildings:**

- Landscaping should be designed and managed to avoid creating concealment or entrapment spaces.
- Maintain clear sightlines through these areas, particularly between building entries and key paths of travel e.g. between Block 1 lobby and shared path to the south.
- Use low planting and maintain clear trunk zones to support passive surveillance.

2 **Pedestrian through-site link / shared space:**

- The pedestrian through-site link transitions into a shared space between Block 1 and 3 and will require careful design development and maintenance.
- Landscaping should support visibility and not create screening or hidden areas.
- Ongoing maintenance will be critical to ensure sightlines are retained over time.

3 **Shared vehicular / pedestrian access zone:**

- This shared space provides access to basement parking and loading areas and will experience both vehicle and pedestrian movement.
- Maintain clear and unobstructed sightlines across the space, particularly at entries, corners and changes in level.
- Avoid elements (landscape, walls, structures) that could create blind spots or reduce visibility.

4 **Interface with Leppington Primary School**

- Landscaping along the southern edge should not create concealment or entrapment opportunities, particularly given the proximity to a school.
- Maintain clear sightlines through to Road 1 to support passive surveillance and legibility.
- This edge should feel open, visible and well-connected to surrounding movement routes.

5.3 Building Analysis

The following analysis reviews each building within Site B to understand its key characteristics, interfaces and operational context. It identifies CPTED risks associated with each building, including how these have been addressed in the current design and where further consideration is required as the design is developed.

The analysis focuses on how each building responds to its surrounding public domain, shared spaces and movement corridors, including streets, the pedestrian through-site link, the park and basement access arrangements. This approach ensures that both building-specific conditions and broader masterplan relationships are considered in assessing surveillance, access control and overall safety outcomes.

Block 1 and 5 - Built to Rent (BTR) and Serviced Apartments

note: not all levels are included for analysis

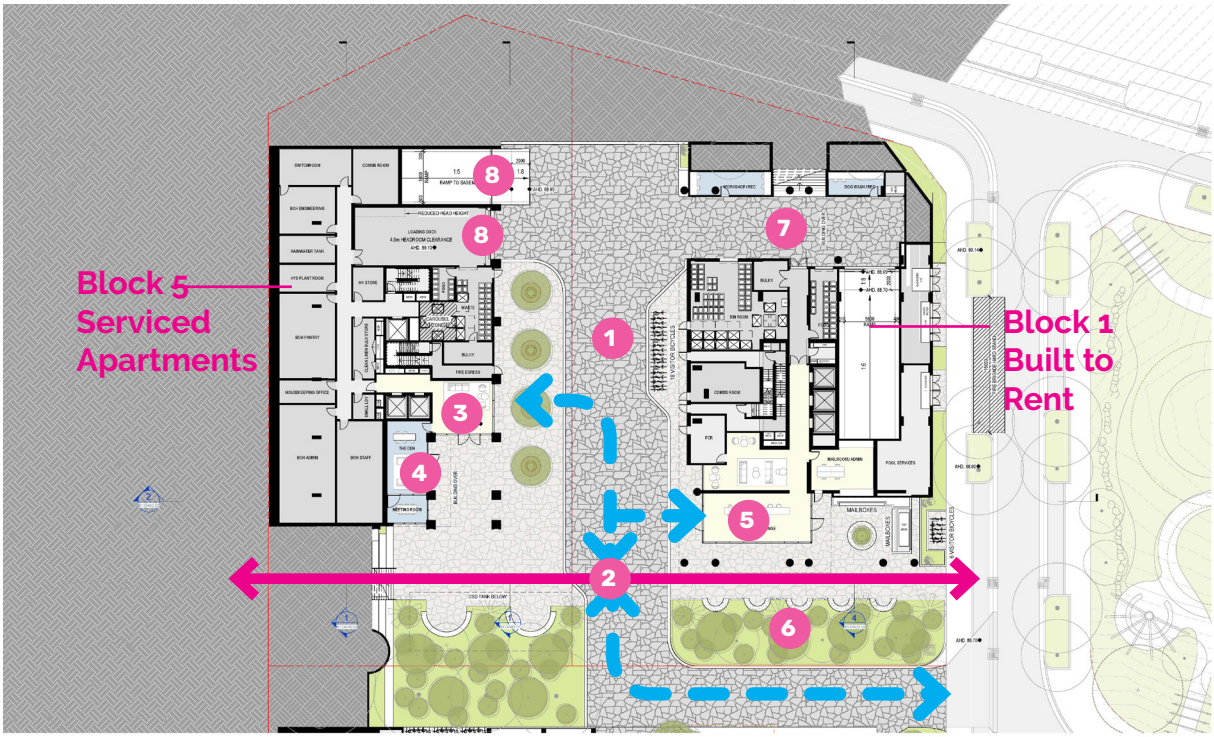


Figure 13: Block 1 and 5 - Built to Rent (BTR) and Serviced Apartments - Ground Floor Plan (Rothelowman 2026).

This portion of the development comprises Build to Rent (BTR) housing (Block 1) and serviced apartments (Block 5). While sharing access and circulation, the buildings accommodate two distinct residential typologies. The BTR component supports a more stable residential presence, while the serviced apartments introduce short-stay occupants with higher turnover. This variation can reduce the consistency of passive surveillance and increase reliance on management. Clear access control, separation of uses and strong surveillance of shared areas will therefore be critical.

1. The shared space between the buildings provides access to lobbies, creating activity and natural surveillance at ground level. As Block 5 accommodates short-stay users, clear and intuitive wayfinding to the lobby will be important to reduce confusion and excuse making.
2. The Promenade - pedestrian through site link connecting the town centre and the RE1 Park Zone. There is direct line of sight for wayfinding. Link is a movement predictor.
3. The serviced apartment lobby is visible from the through-site link and should be clearly defined and well-lit to support visibility, wayfinding and territorial reinforcement.
4. Active uses on the ground floor provides activation to the Promenade, increasing surveillance of this shared area.
5. The BTR residential lobby is visible from the through-site link (2) and the shared space (1). Landscaping (6) should not obstruct sightlines or reduce visibility to the entry.
6. Landscaping should maintain clear sightlines between the lobby, shared spaces and through-site link. Avoid creating concealment areas, particularly along primary movement paths.
7. CCTV will be important in this area due to reduced natural surveillance at the rear interface and proximity to access points and back-of-house functions. If issues arise, consider additional access control measures such as securing this space after hours.
8. Basement access is secured to prevent vehicle access.

Block 2 - Built to Sell (BTS)

note: not all levels are included for analysis



Figure 14: Built to Sell (BTS) - Ground Floor Plan (Rothelowman 2026).

Block 2 is a residential building with clear frontages to the internal street (Road 3), park (RE1 Zone), Road 2 and Town Centre Road, supporting strong passive surveillance and legible entries. The resident-only podium (4) provides a secure, well-defined private domain with good surveillance. Basement access from Road 2 which is a key movement corridor requires clear visibility and strong access control. With no mixed-use components, the building avoids operational complexity and is capable of achieving good CPTED outcomes.

1. Residential entry and forecourt is grade separated above the street which provides good territorial reinforcement.
2. As lobbies are recessed and further back from the street entry, sightlines will need to be established through low scale landscape, lighting and signage.
3. Units provide territorial reinforcement of the entry and the forecourt providing good oversight.
4. Communal space will need to be secured. The space has good oversight by units and wellness spaces.
5. Units overlooking the park provide surveillance. Landscape should facilitate viewlines.
6. Units overlook Road 2. Landscape should facilitate viewlines.
7. Rocks as landscape features in the front setback and park should not facilitate climbing up to units nor, create concealment and entrapment spaces in the streetscape.

Block 2 - Built to Sell (BTS)

note: not all levels are included for analysis

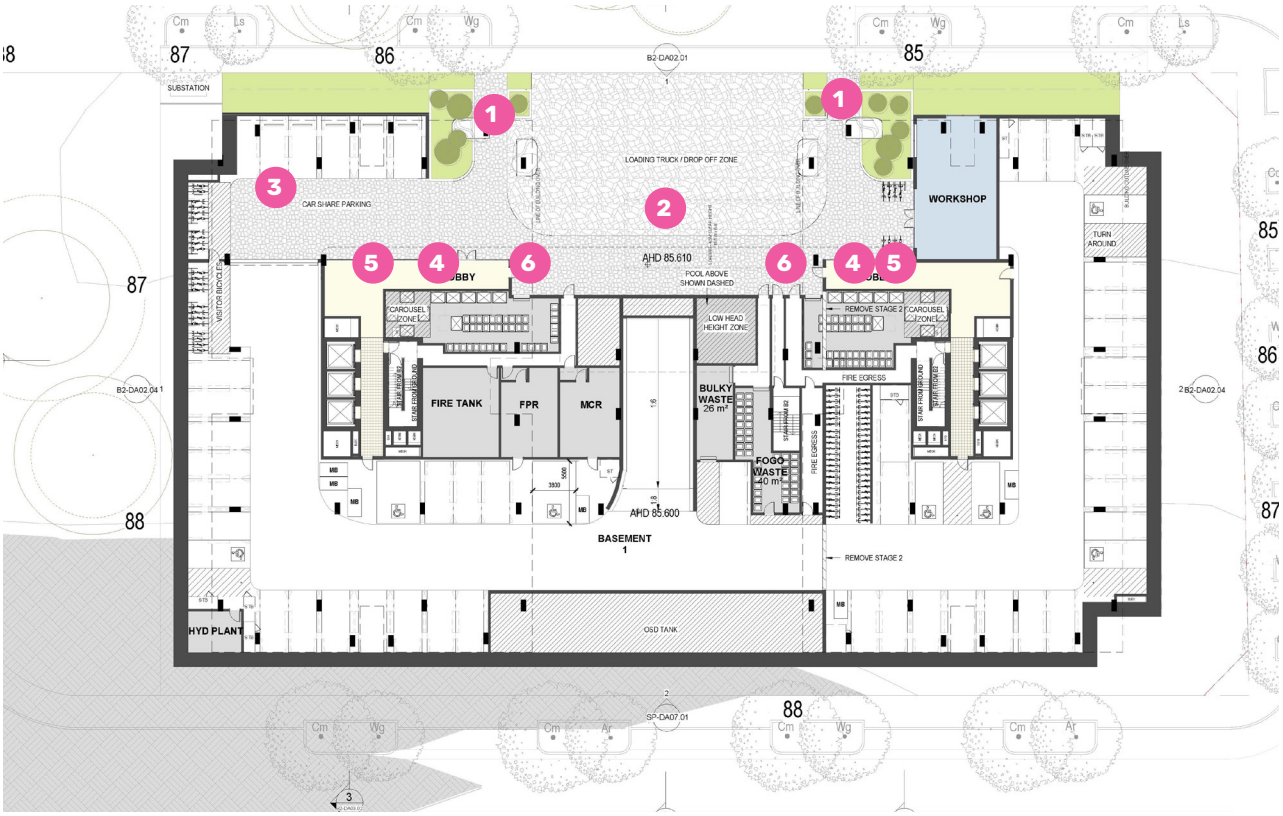


Figure 15: Block 2 Built to Sell (BTS) - Basement Floor Plan (Rothelowman 2026).

The vehicular access is proposed from Road 2 with access to the residential basement on the western side, adjacent to car share parking. Residential lobbies are accessible at this level and are visible from the street despite being recessed.

1. Sightlines from the road to the lobbies must be clear with minimal obstructions. The proposed rocks and landscape should enhance the development while not blocking sightlines.
2. Good even lighting is needed in the undercroft to avoid places of concealment created by shadows or generate fear.
3. The carshare parking is separate to residential basement levels which is good. The space is partially concealed and building and landscape design should amplify sightlines.
4. Glazing of the lobby should not be obscured with frosting, decals, signage and posters.
5. Glazing of the lobby can provide sightlines over parking areas internally.
6. Waste areas to be secured at all times.

Block 3 - Built to Sell (BTS)

note: not all levels are included for analysis

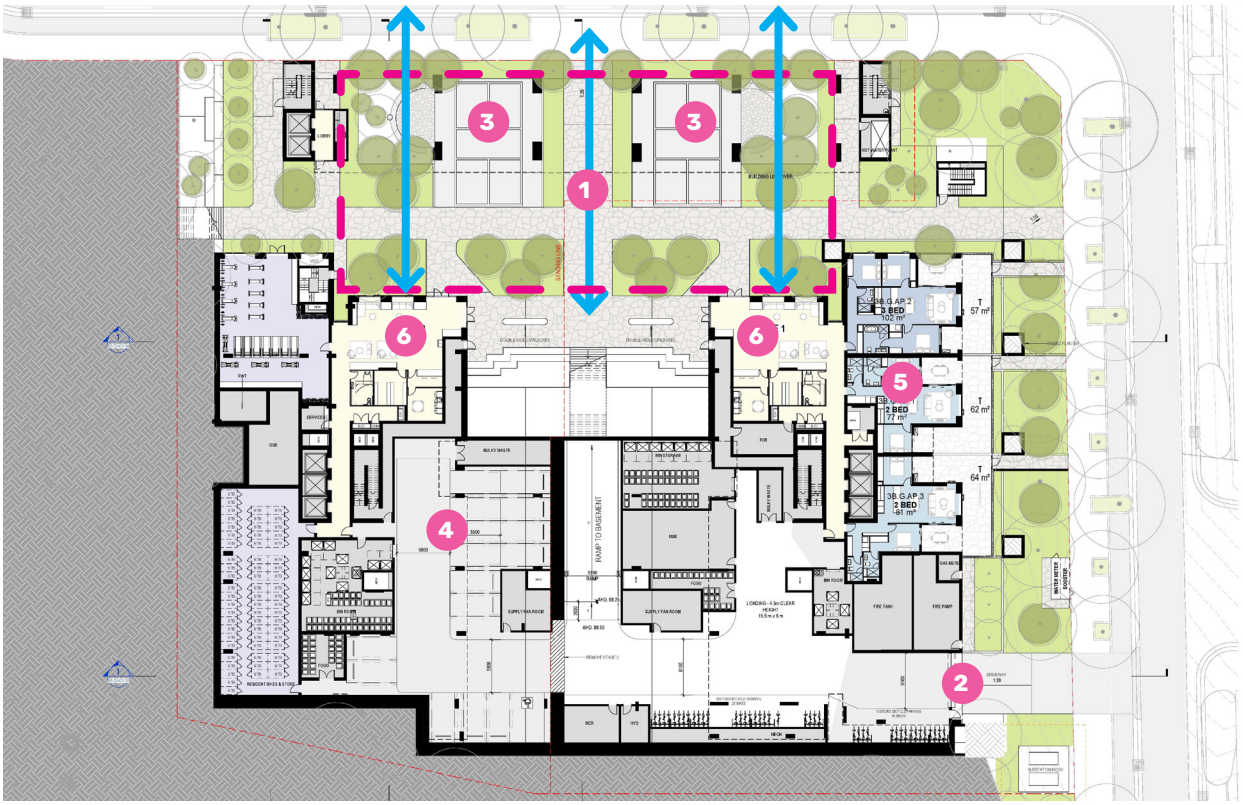


Figure 16: Block 3 Built to Sell (BTS) - Ground Floor Plan (Rothelowman 2026).

Block 3 comprises a Build to Sell (BTS) residential development of three buildings, with two southern buildings over a shared podium and a third building fronting the internal street. The site interfaces with roads and open space, including a sensitive edge to the primary school.

A shared communal space is located between the buildings and connects through to the street beneath the northern building. Maintaining clear sightlines between this space and the public domain will be critical, with landscape and built elements designed to avoid obstruction and support passive surveillance.

1. The communal open space (pink dash) is a key shared area; however, its setback from the street and location beneath the northern building increases the importance of maintaining clear sightlines. Visibility between this space, the street and lobby entries should be unobstructed.
2. Basement access is provided from Town Centre Road and is clearly defined, reducing potential conflict with pedestrian movement.
3. The pickelball courts provide an active use which activates the communal space.
4. The absence of visitor parking allows the basement to be secured for residents only, supporting stronger access control.
5. Ground-floor units are accessed via the lobby rather than directly from the street, allowing them to contribute to surveillance and territorial reinforcement while maintaining secure access as part of the building.
6. Large glazed lobbies have good surveillance over the communal space.

Block 4 - Affordable Housing and Built to Sell (BTS)

note: not all levels are included for analysis

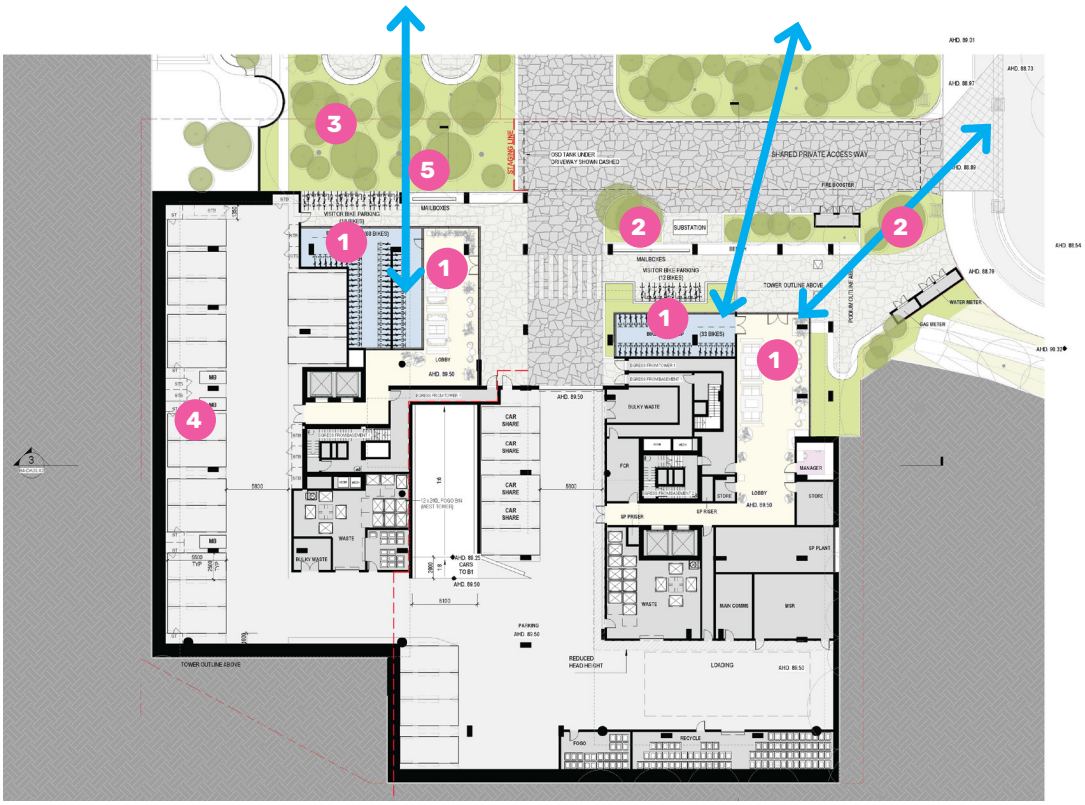


Figure 17: Block 4 Affordable Housing and Built to Sell (BTS) - Ground Floor Plan (Rothelowman 2026).

Block 4 comprises affordable housing and Build to Sell (BTS) dwellings over a shared podium. Both components provide permanent residential use and support a consistent level of passive surveillance.

The building interfaces directly with the Promenade, with both pedestrian and basement access from this space. This is expected to be a highly active area. Clear definition between public and private areas will be critical, with legible entries, strong sightlines and appropriate access control required to reduce ambiguity and support safe operation.

1. Glazing to lobbies and bike stores should remain clear and unobstructed. Avoid frosting, decals or storage that may reduce visibility into these spaces.
2. Landscaping and planters around the fire booster assembly should be low and open, or removed where necessary, to avoid creating concealment along the through-site link and shared pedestrian space.
3. Landscape and built elements adjacent to the Promenade should not inhibit sightlines.
4. The absence of visitor parking allows the basement to remain secure for residents only, reducing the likelihood of unauthorised access, loitering and confusion between public and private areas.
5. Mailboxes should be designed to maximise views between the Promenade and the residential lobbies (for intuitive wayfinding) and to avoid creating a concealment space.

↔ View lines to and from the Promenade and open spaces which are to be protected.

5.4 Crime Prevention Assessment: Crime Data

Analysis of Crime Data has limitations that are important to consider when undertaking an assessment of a place and its proposed development. The crime data that is available for the suburb will not specify if it relates specifically to the study area. However, the hotspots can play a role to help identify areas which are currently experiencing higher levels of crime. The area is rapidly evolving therefore, the crime statistics are not reflective of the future context.

It is also important to note additional limitations with regard to the reporting of crime, that 'the reporting of crime is influenced by a number of factors, including public understanding of what constitutes a crime and the public's willingness to report crime.' (Weatherburn 2011).

Data used for crime assessments are from NSW Bureau of Crime Statistics (BOCSAR).

5.4.1 Crime Data Summary

The assessment of crime data was focused on activities that relate to the future operations. For this development it includes, crimes relating to retail development, public domain, and hotels. The summary below identifies the rates are n.c or not counted due to the low rates or lack of mapping for the crime.

Table 3 - BOCSAR data for Leppington	Year to September 2024		Year to September 2025		Hotspot
Offence	Leppington Count (Rate per 100,000)	NSW Rate per 100,000	Leppington Count (Rate per 100,000)	NSW Rate per 100,000	yes/no n.c not counted
Assault: Non-Domestic Assault	28 (220.2)	423.5	28 (220.2)	406.6	No
Assault: Domestic Assault	**61 (479.7)**	454.6	48 (377.5)	453.4	No
Robbery	1 (7.9)	23.4	2 (15.7)	21.3	No
Sexual Offences	16 (125.8)	248.1	21 (165.2)	258.2	n.c
Disorderly Conduct	14 (110.1)	233.1	16 (125.8)	234.3	n/c
Theft: Steal from Person	1 (7.9)	24.9	0 (0)	22	No
Theft: Motor Vehicle Theft	20 (157.3)	175.5	**30 (235.9)**	178.3	Yes
Theft: Steal from Motor Vehicle	**44 (346)**	328.4	32 (251.7)	305.3	No - edge
Theft: Break and Enter Dwelling	18 (141.6)	234.8	13 (102.2)	219.2	No
Theft: Steal From Dwelling	**24 (188.8)**	195	19 (149.4)	189.6	No
Malicious Damage	47 (369.6)	595.4	60 (471.9)	556.7	Yes

Table 3 : Crime data snapshot
Data for Rates per 100,000 over a two year period for Leppington - September 2024 and September 2025.

5.4.2 Summary of Hotspots

A hotspot maps crime density using colour (red, orange or yellow) to indicate intensity. As hotspots are not adjusted for population or visitation, they do not necessarily represent a higher risk of victimisation, which is why actual offence counts in Table 3 must also be considered. However, they are useful for identifying patterns and the building or spatial typologies most affected.

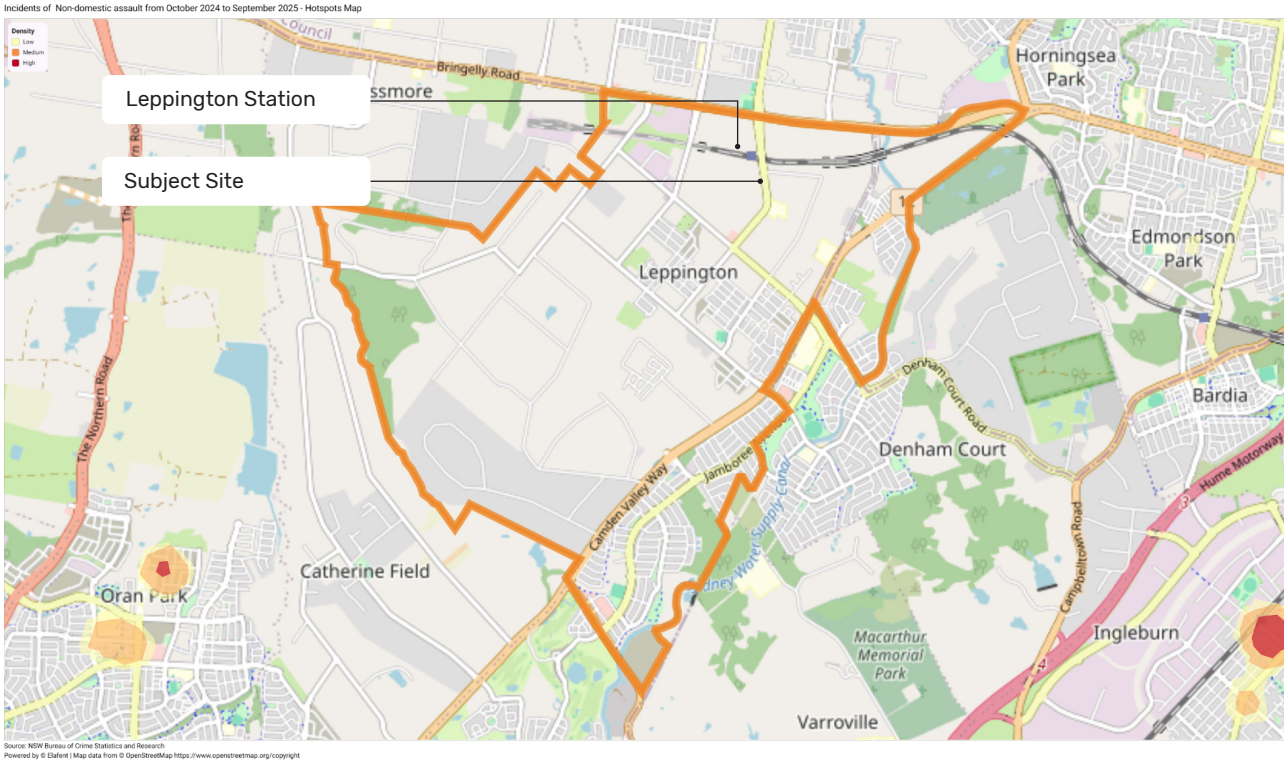


Figure 18 : Hotspot for Non-Domestic Assault
There are no hotspots in Leppington residential areas.

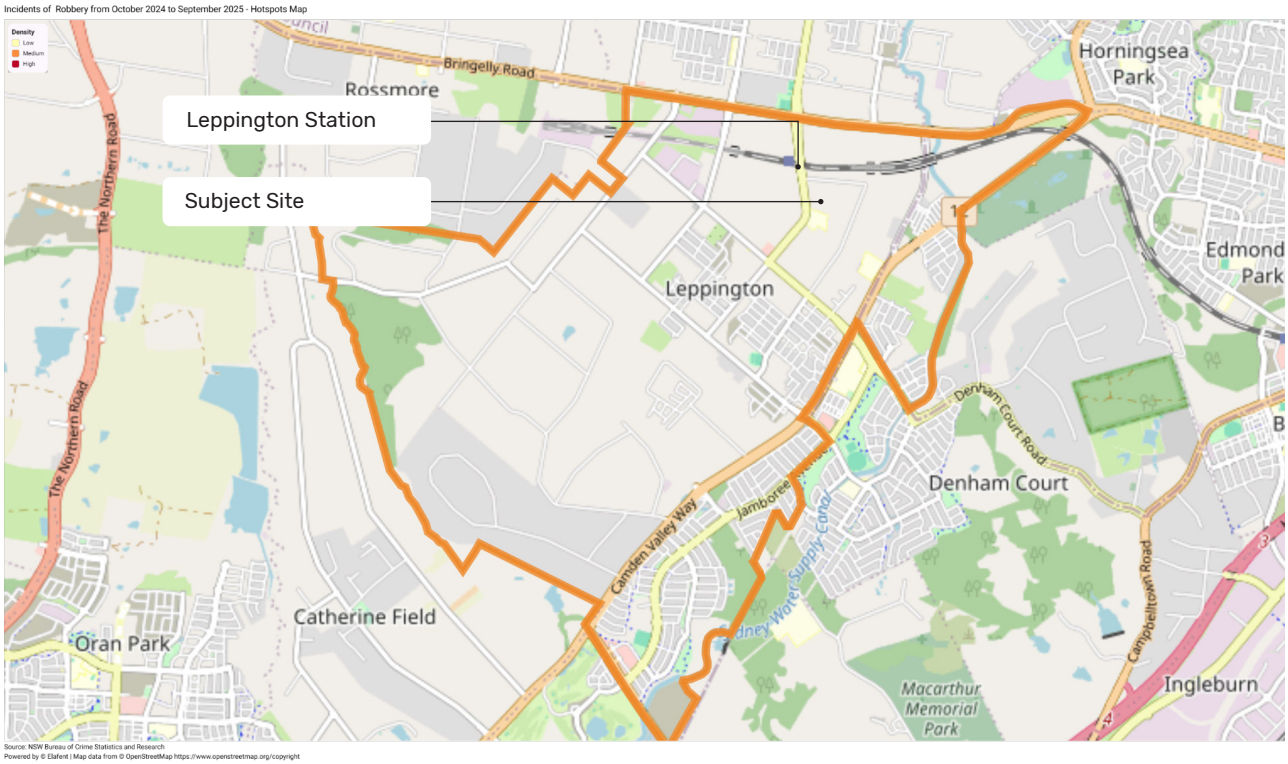


Figure 19 : Hotspot for Robbery
There are no hotspots in Leppington residential areas.

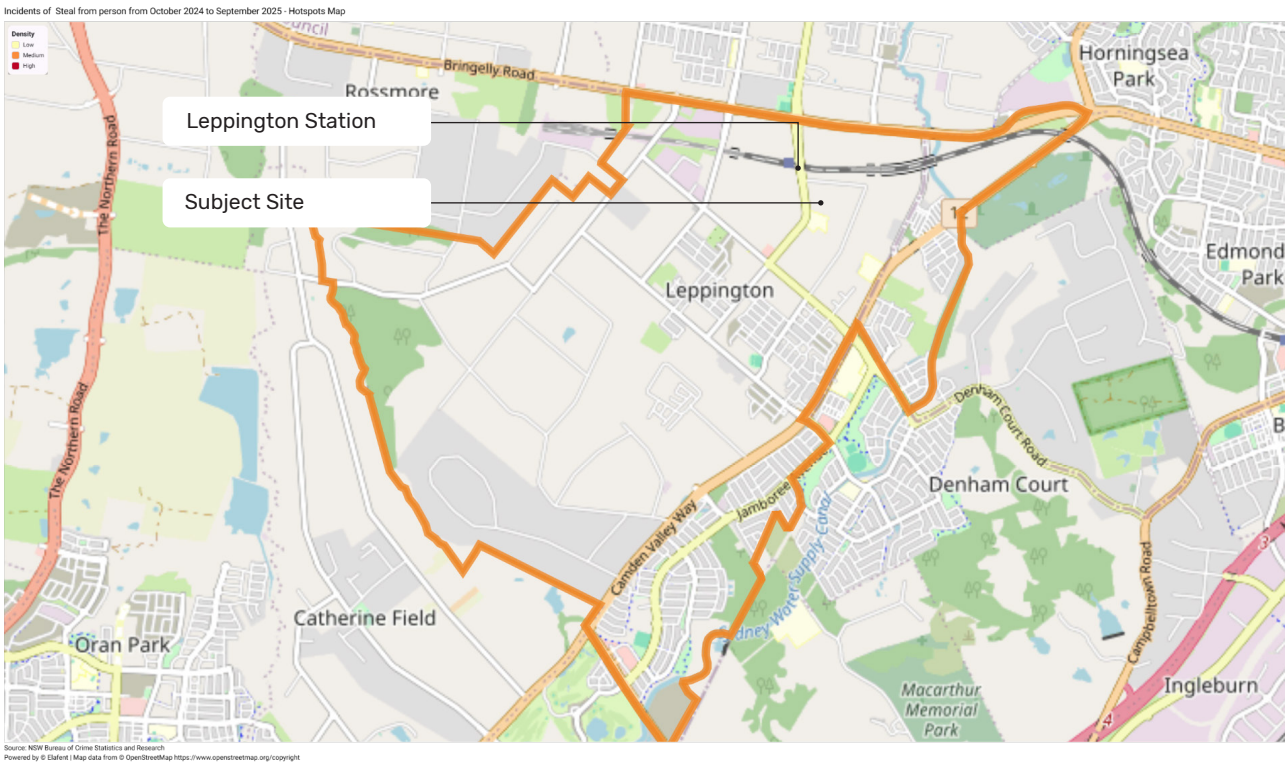


Figure 20 : Hotspot for Steal from Person
There are no hotspots in Leppington residential areas.

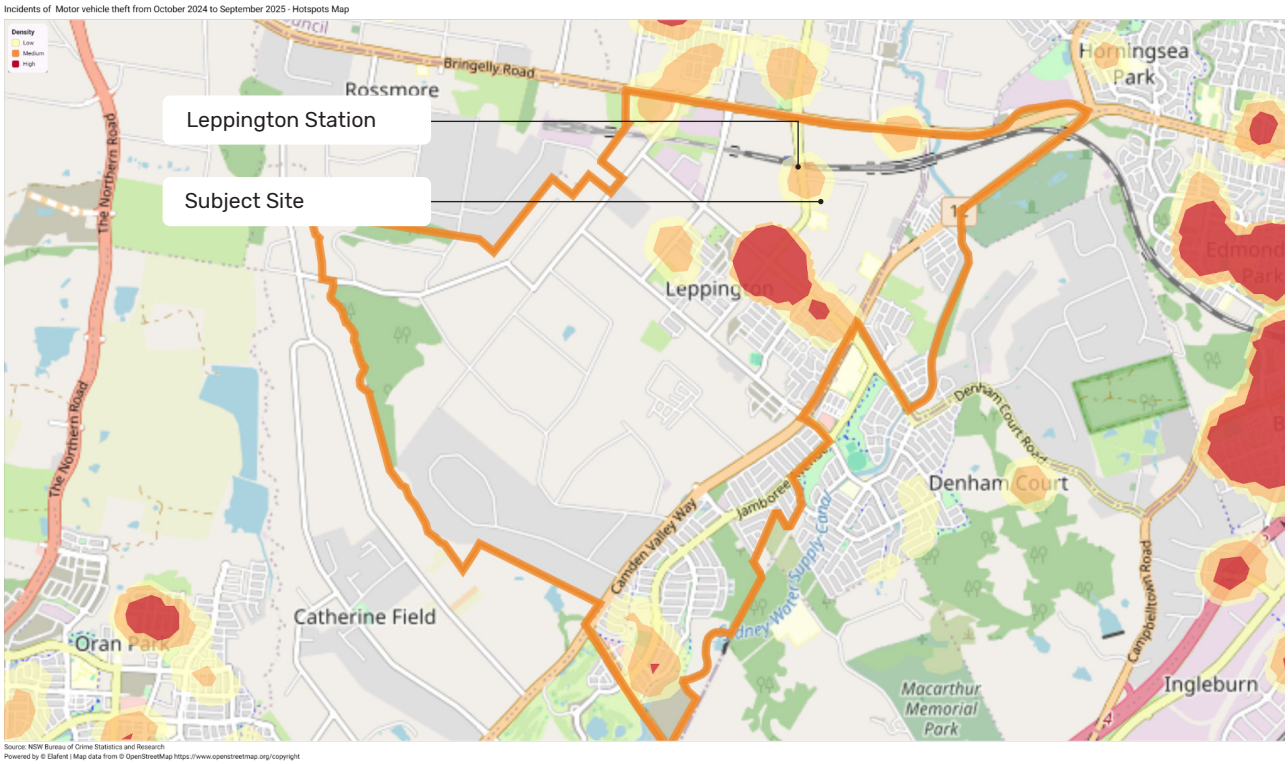


Figure 21 : Hotspot for Motor Vehicle Theft
There is a hotspot on the site.

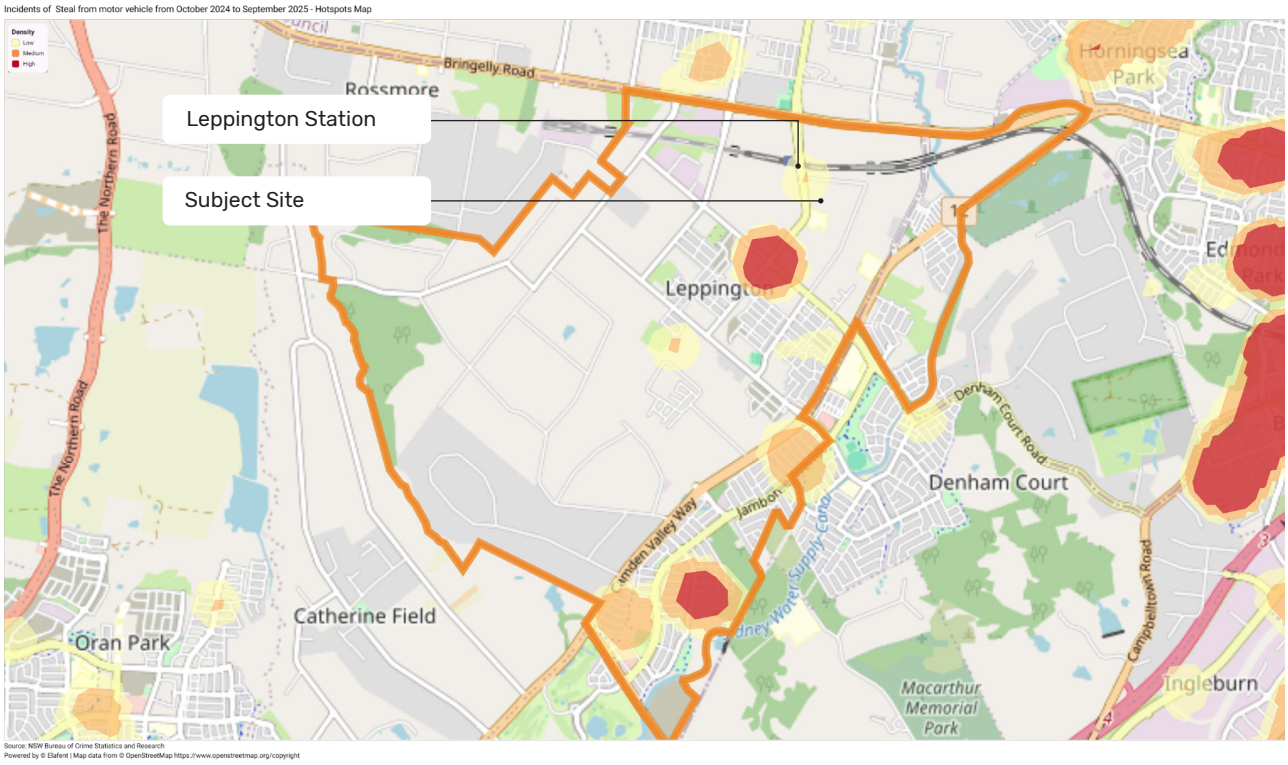


Figure 22 : Hotspot for Steal from Motor Vehicle
There is a hotspot on the site.

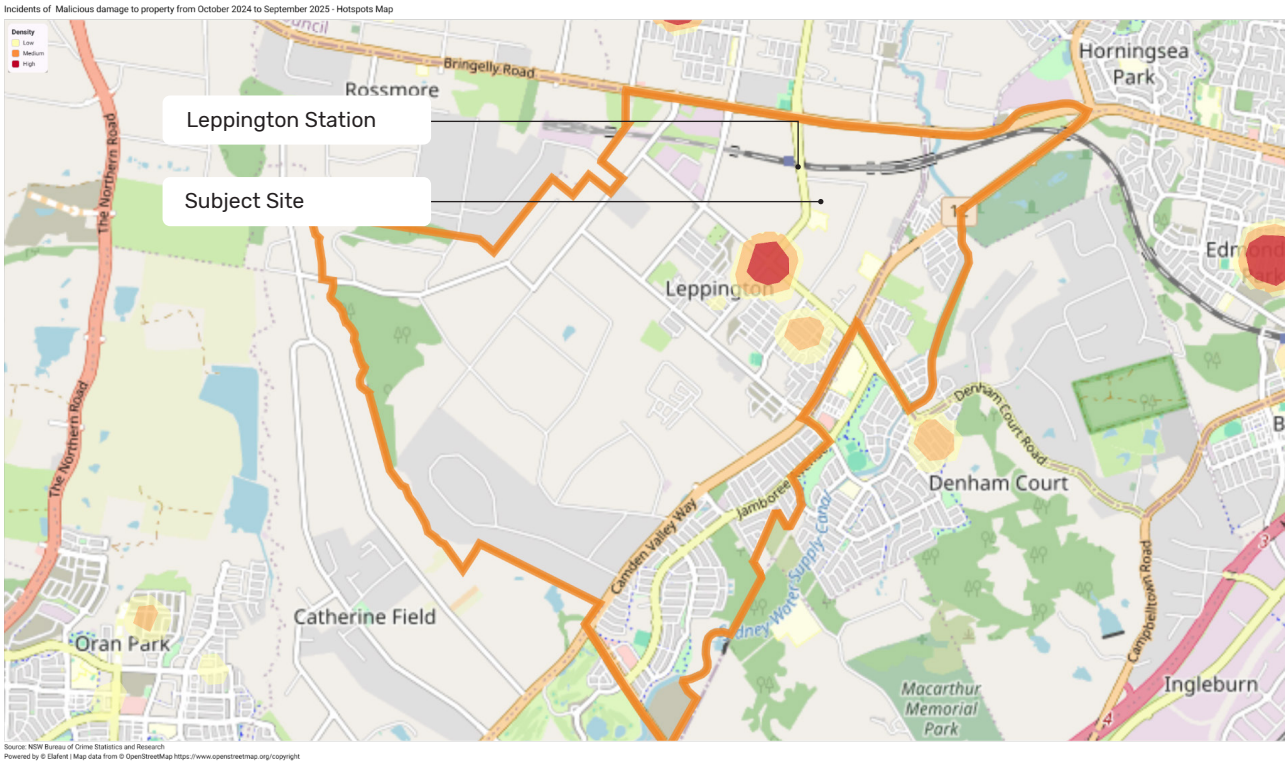


Figure 23 : Hotspot for Malicious Damage

There is no hotspot over the site.

5.4.3 Crime Risk Assessment

A Crime Risk Assessment is undertaken following a review of the seven CPTED principles and consideration if the design results in a good outcome or if it either needs more work or perhaps cannot be resolved. An assessment has been undertaken for each building.

The full assessment is provided in Appendix B. A summary of the outcomes of the review is summarised below:

Table 4: Block 1 Summary of CPTED Principles assessment						
	Total Applicable Questions		74			
1	Good	68	/	74	=	91.89
2	Bad	6	/	74	=	8.1
	Rating	LOW				

Table 5: Block 2 Summary of CPTED Principles assessment						
	Total Applicable Questions		81			
1	Good	72	/	81	=	88.88
2	Bad	9	/	81	=	11.1
	Rating	LOW				

Table 6: Block 3 Summary of CPTED Principles assessment						
	Total Applicable Questions		78			
1	Good	72	/	78	=	92.3
2	Bad	6	/	78	=	7.6
	Rating	LOW				

Table 7: Block 4 Summary of CPTED Principles assessment						
	Total Applicable Questions		78			
1	Good	71	/	78	=	91.02
2	Bad	7	/	78	=	8.9
	Rating	LOW				

Table 8: Block 5 Summary of CPTED Principles assessment						
	Total Applicable Questions		73			
1	Good	71	/	73	=	97.26
2	Bad	2	/	73	=	2.7
	Rating	LOW				

6 CPTED Assessment and Risk Mitigation Measures

The following assessment considers the proposal against the CPTED principles and identifies design responses, recommendations and risk mitigation measures relevant to the proposal. These measures have been developed alongside the architectural and landscape design process and are intended to guide ongoing design development, operation and long-term management of the site. The recommendations respond directly to the opportunities, constraints and risks identified throughout the assessment.

Crime Prevention Through Environmental Design (CPTED) consists of seven overlapping principles, showing the strong connection between design and management. This is especially evident in the Three D's. For example, Natural Surveillance and Territorial Reinforcement emphasise visibility and community ownership, while Maintenance ensures these spaces remain clean and well-kept. Activity and Space Management aligns with Natural Access Control by guiding the proper use of areas. Community Engagement ties all these principles together by encouraging collaboration among residents and stakeholders to maintain safety. This interconnectedness highlights the importance of integrating design and management to create secure environments.

This assessment uses standard CPTED terminology to describe the degree of access, ownership, and control across different parts of the site. For clarity, public spaces refer to areas freely accessible to all; semi-public spaces are publicly accessible but privately managed; semi-private spaces are shared areas for residents or authorised users; and private spaces are restricted to residents or staff only. These distinctions are important in assessing surveillance, access control, and territorial reinforcement outcomes throughout the development.



Figure 24: The seven CPTED principles (TDP 2025).



Surveillance

Effective surveillance is a key principle of Crime Prevention Through Environmental Design (CPTED) in residential development. It enables residents to maintain clear sightlines to building entries, communal areas, circulation spaces and the adjoining public domain. Designing for visibility increases opportunities for casual observation, which deters antisocial behaviour and contributes to a stronger sense of safety and ownership. When residents can see and be seen as they move through the building and its surroundings, the likelihood of crime is reduced and overall perception of safety is improved.

Site B Assessment

Surveillance across Site B is driven by the siting of buildings along multiple public frontages, including internal streets, surrounding roads, the proposed park and the Promenade (pedestrian through-site link). This arrangement provides strong opportunities for passive surveillance of key movement corridors and communal open spaces.

The effectiveness of surveillance will rely on maintaining clear visibility to building entries, ensuring apartments retain views to the public domain, and the detailed design of landscape and communal areas to preserve sightlines while balancing residential privacy.

Positive features

- Buildings generally present active frontages to streets, the park and internal movement corridors such as the Promenade, supporting passive surveillance of public areas.
- Residential entries are legible and connected to clear paths of travel, allowing observation of the public domain during arrival and departure.
- Units overlooking streets, the park, the Promenade and communal areas provides consistent passive surveillance.
- Communal open spaces, including podiums, are typically overlooked by surrounding dwellings, supporting internal community surveillance.

Challenges

The effectiveness of surveillance across the site will be largely influenced by detailed design development and ongoing landscape maintenance, particularly in relation to planting height, density and long-term management, including:

- Parks, the Promenade and shared spaces rely on landscape design and maintenance to preserve clear sightlines and avoid concealment.
- Shared zones, including pedestrian links and basement access areas, may experience reduced visibility due to building form, landscaping and level changes, and will require careful design to minimise concealment.
- Ground-floor units will require balance between residential privacy and visibility to the public domain.
- Entry forecourts and building interfaces will require careful design and maintenance to maximise surveillance and avoid the formation of concealment spaces.

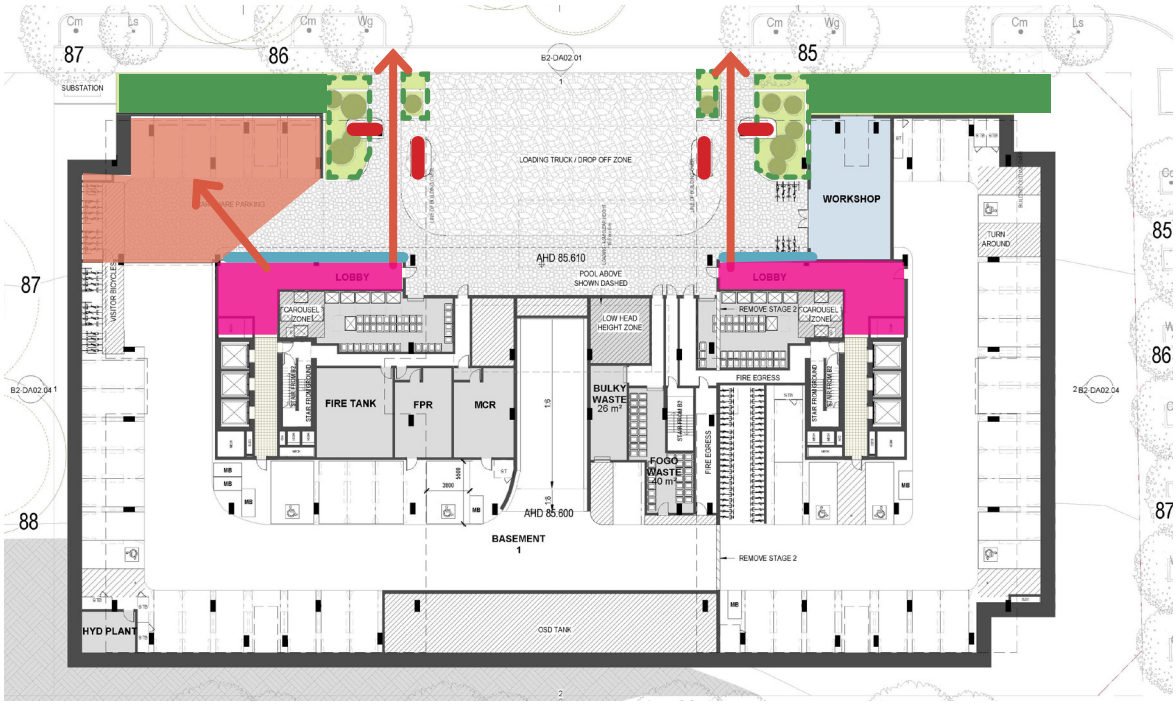
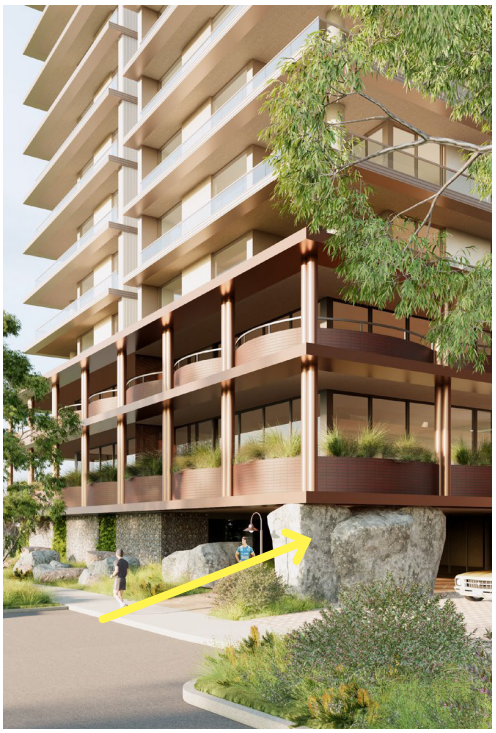


Figure 25: Block 2 - Surveillance considerations of the basement floor plan (Rothelowman 2026).



The design of elements including columns (shown in red) and landscape (shown in green dash) will be critical to prevent loss of viewlines. These elements must be kept to a minimum.

Parts of the visitor parking area are concealed from the street however, do have oversight from the lobby.

The lobby glazing must be kept clear. Decals, signage and posters should be avoided or minimised.

Lobbies have views back to the street and the carpark entry if landscape and structural elements are kept to a minimum.

Landscape should not have concealment and entrapment pockets along this path of travel.

Figure 26: Block 2 - View from the new northern street (Rothelowman 2026).

While the architectural treatment is intended to be dynamic, the selection and arrangement of the rocks must avoid creating concealment pockets along the street frontage. This is particularly important given the street will function as a movement predictor and the lobby and carpark entry are recessed.

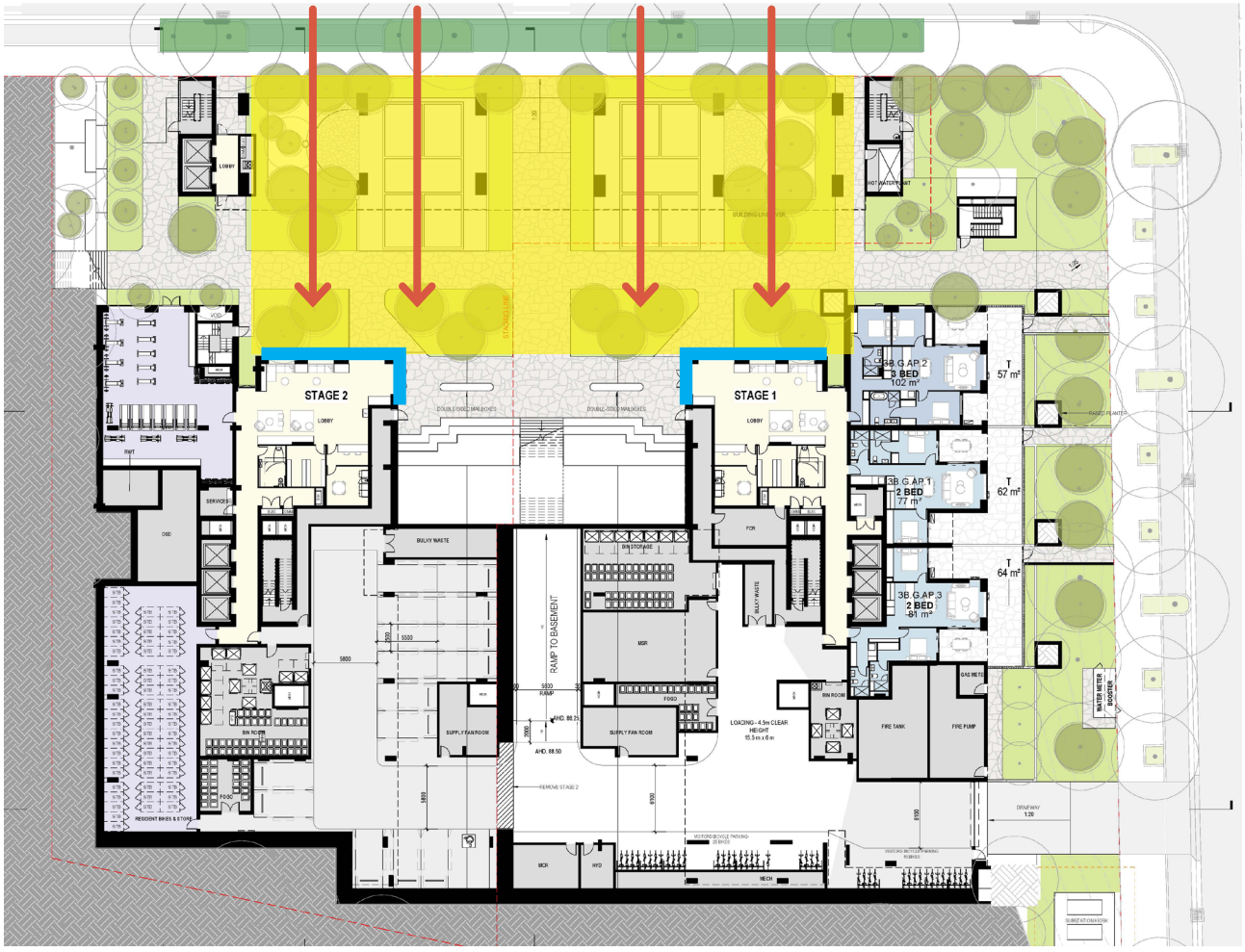


Figure 27: Block 3 -Surveillance Considerations for the Ground Floor Plan (Rothelowman 2026).

Landscape design should not obstruct views between the street and the internal courtyard/park. Landscape should not result in spaces of concealment in the park from which a person could observe and access the unit. Design development should integrate CPTED landscape principles.

Consider the laying of vegetation such as the landscape in the verge and how it contributes to view loss between the street and residential lobbies.

The lobby glazing must be kept clear. Decals, signage and posters should be avoided or minimised.

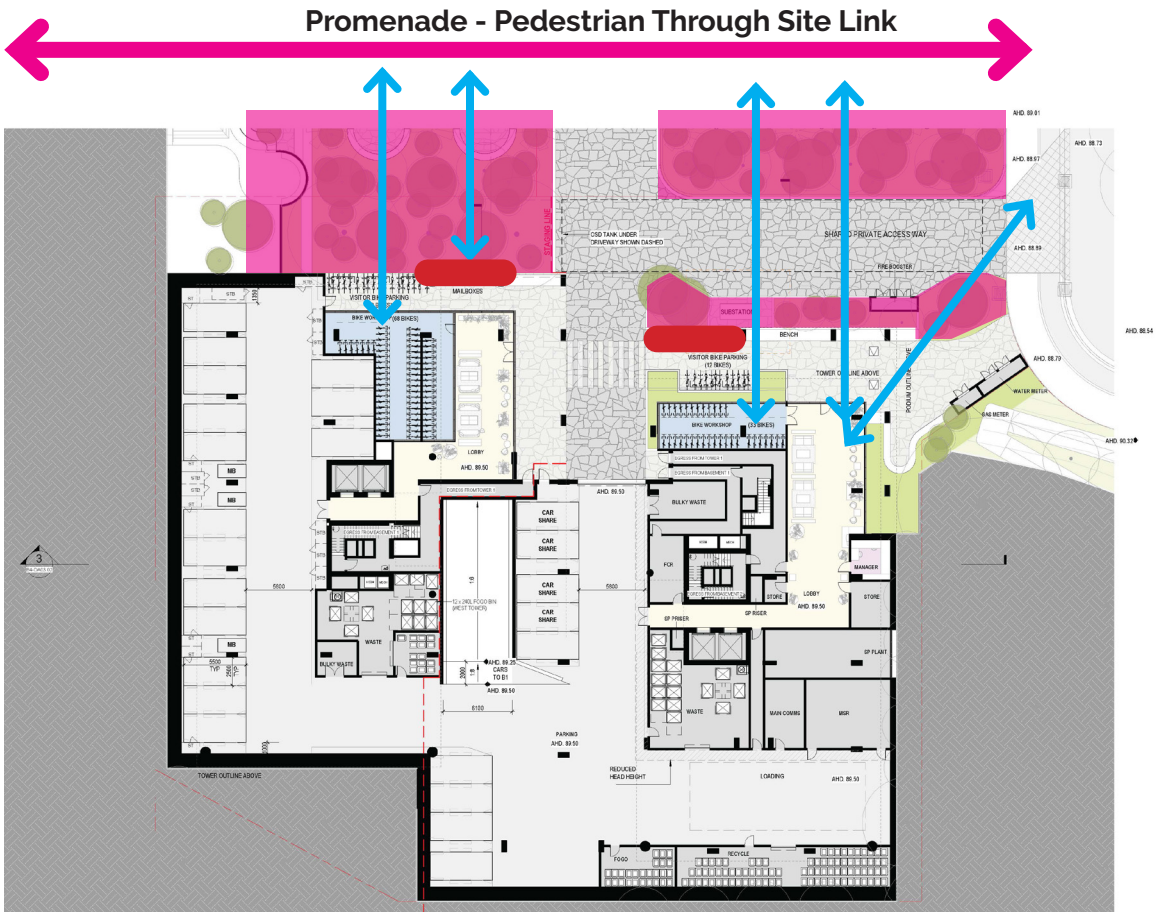


Figure 28: Block 4 - Surveillance considerations for the Ground Floor Plan (Rothelowman 2026).

The Promenade - Pedestrian Through Site Link - is a Movement Predicator. Concealment and entrapment spaces along the path of travel are to be avoided.

Landscape, the fire booster and substation should not inhibit sightlines. Any landscape within these spaces should follow CPTED landscape principles.

Viewlines between the Promenade, the shared spaces and the internal street should be protected.

Mailboxes should be located in conjuction with landscape where they do not inhibit viewlines. Consider the impact of layered visual obstructions e.g. landscape in conjunction with seating, walls, mailboxes and signage.

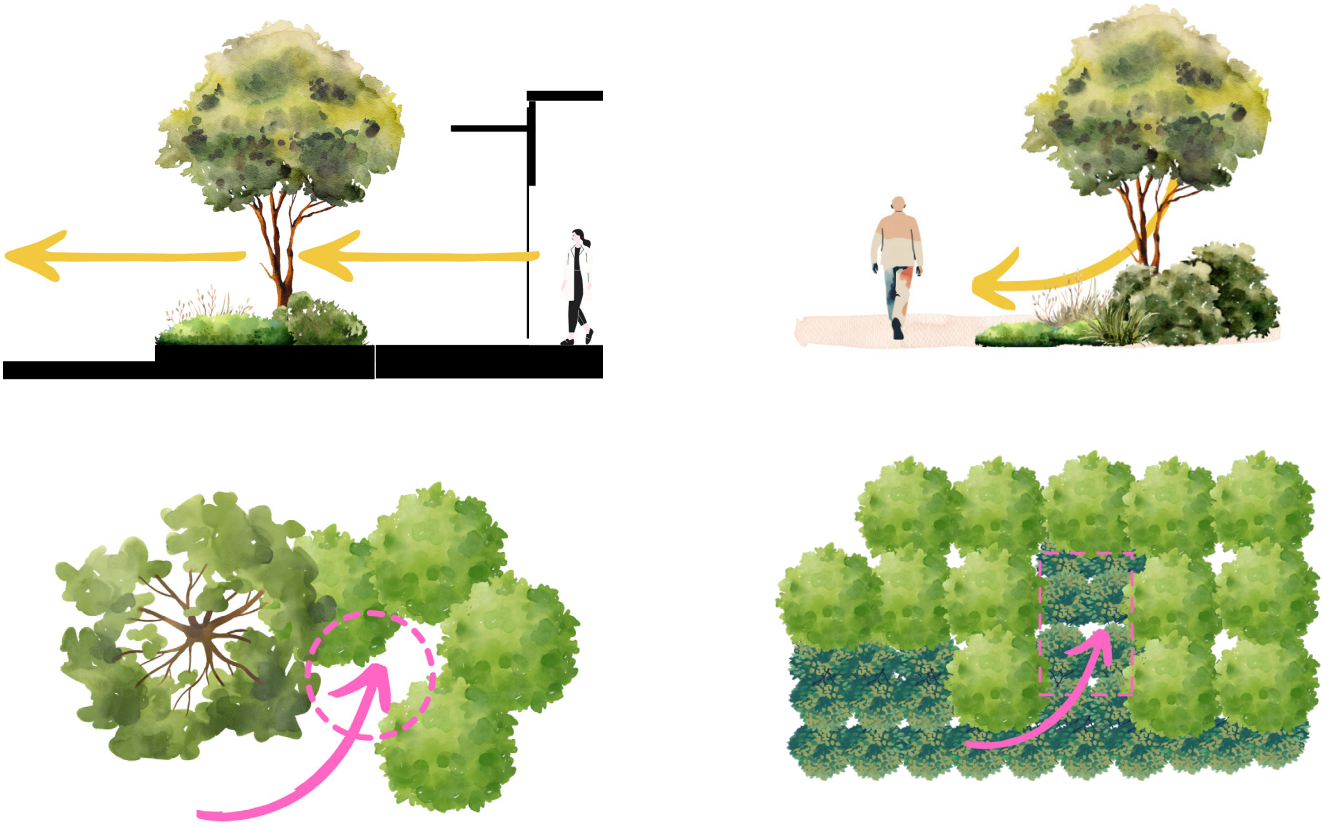


Figure 29: Sight lines and landscaping

Examples of how landscape design can assist sightlines and prevent concealment and entrapment spaces from forming. (top left) Sight lines can be achieved by keeping shrubs low and ensuring the lower limbs of trees are above head height. (top right) Where landscaping is proposed adjacent to a path, the vegetation is recommended to step down to the path to broaden the view corridor. (bottom left and right) Concealment spaces can be the result of plant die off and needs to be monitored and dead plants replaced. They can also be created by inconsistent planting by placing smaller groundcovers between taller shrubs.

Table 9: Sightlines and Landscape - CPTED Recommendations and Risk Mitigation Measures	
No.	Item
General Landscape Recommendations	
1.	Landscaping throughout the development is recommended to be limited to ground covers, shrubs and taller trees. Lower tree limbs should be above average head height and shrubs should not provide concealment opportunities. Refer to Figure 29.
2.	Step landscaping down to paths of travel to broaden sightlines. This approach is particularly important for the streets, parks and open space, pedestrian through site links/shared spaces and the residential forecourts. Figure 29.
3.	The creation of pockets which facilitate concealment should also be avoided by consistent planting and replacing dead plants which can result in gaps. Refer to Figure 29.
4.	Select plant species that do not require high levels of maintenance in order to maintain sight lines and minimise risk of concealment and entrapment pockets. Undertake a regular review of the vegetation and landscaping to ensure that it has not grown to create new or re-establish former spaces of concealment and entrapment. Refer Figure 29.
5.	Shadowy spaces are created where the trees obscure light fall from light poles and internal lighting. Consider the location of lighting and trees so as not to block the fall of light (refer to Lighting Recommendations).
6.	Future advice on lighting design, in conjunction with the landscape design (during the construction documentation and construction phase) is recommended. This may include modelling of proposed lighting in conjunction with landscaping which is recommended to test light spill and shadows.
Footpaths and public domain interface	
7.	The street footpaths, particularly Rickard Street and Road 2, are part of movement predictors. A movement predictor is a path of travel that connects key destinations. In this case, connecting residential areas with the Civic Core and the train station. It is important that pedestrians are safe and feel safe along this route. Select and arrange plant species, fronting the paths to meet the CPTED objectives 1 - 6 listed above.
Residential Forecourt and Lobbies	
8.	Landscape planting in front of residential lobbies should be low, regularly maintained and arranged so that views between the street and the lobbies are not obstructed.
9.	Preserve clear glazing to lobby entries. Avoid frosting, large decals, posters or signage that reduce visibility into or out of the lobby.
10.	Provide lighting to residential entries that allows a person to be clearly visible and identifiable from a distance of approximately 10–15 metres.
11.	Mailboxes adjacent to the Promenade should be carefully designed with regard to their scale, height and relationship with adjacent landscaping to maintain surveillance and avoid creating concealment opportunities. Landscape maintenance should also be considered to ensure visibility is retained over time.
12.	Block 1: • Clear sightlines are to be maintained between the residential lobby and the Promenade/shared spaces. • Landscaping between the lobby and shared spaces is to remain low (maximum 700 mm) and unobstructed and/or include clear trucked canopy trees
13.	Block 2: • The communal podium space is to be designed to maintain clear sightlines across the space and towards building entries. Dense planting, solid screens and built elements that create concealment are to be avoided. • Sightlines from the street to the basement lobbies are to be improved through the design of the basement street-facing wall, including increased openings where appropriate.

14.	Block 3: • The communal space between buildings is to maintain clear sightlines between the street and lobby entries, with no elements that create concealment or entrapment. • Elements beneath the northern building should be designed to avoid obstructing visibility. • The interface with the primary school should be designed to avoid opportunities for concealment, supported by appropriate landscape and lighting.
15.	Block 4 • Clear sightlines are to be maintained between the lobbies and the pedestrian through-site link through appropriate landscape design and ongoing maintenance. • Landscaping adjacent to the fire booster and substation assembly is to remain low and open to preserve visibility and avoid concealment. • Glazing to lobbies and bike stores is to remain clear and unobstructed to provide an active frontage and support surveillance.
16.	Block 5: • The serviced apartment lobby is to remain clearly visible from the pedestrian through-site link to support intuitive wayfinding. • Glazing to the serviced apartment lobby, lounge space and retail frontages is to remain clear and unobstructed to support visibility, passive surveillance and intuitive wayfinding. Landscaping and signage should be designed to reinforce legibility without screening or reducing sightlines.
Carpark and Entry Points	
17.	Convex mirrors are to be provided in alcoves and areas of reduced visibility, including around residential storage cages for all buildings, to improve sightlines and reduce blind spots.
18.	Block 2: The Road 2 basement entry is more exposed than other buildings, with direct access from the street. The use of a rock façade and the presence of lobby entries within the basement access zone have the potential to reduce sightlines and create areas of concealment. The following is recommended: • Clear sightlines are to be maintained to the basement entry and lobby from the street. • Landscaping at the verge and pedestrian entry points is to remain low and unobstructed. • Rock elements are to be arranged and scaled to avoid creating concealment or gaps that reduce visibility to the recessed lobby or basement entry. • Glazing to the western lobby is to remain clear and unobstructed to maintain surveillance of the carshare parking area.
The Promenade : Pedestrian Through Site Link/Pedestrian Shared Spaces	
19.	• The interface with the promenade should remain open and visible, with no opportunities for concealment. • Building entries, including lobbies, are to be clearly visible from the link. • Glazing to lobbies and bike stores should remain unobstructed to support surveillance of the link.



Lighting & **Technical Solutions**

Lighting and technical surveillance are critical to residential safety, particularly at entries, in shared circulation areas, parking levels and along the street interface. Their effectiveness relies on appropriate placement, adequate illumination and active management. Poor lighting and inadequately positioned CCTV can create concealment, reduce visibility and weaken deterrence. This assessment identifies opportunities to optimise these systems to support safe resident movement and strengthen access control.

Assessment

Lighting supports surveillance by enabling people to recognise others and identify activity at night. Across the site, lighting will be particularly important along streets, park interfaces, pedestrian through-site links and shared spaces, as well as at basement entries and other areas where movement may occur outside typical residential hours.

Positive Features

- Lighting has not yet been designed and can be integrated with the building form and landscape to support visibility and safe movement through the site.
- Building frontages address streets, the park and the Promenade, allowing lighting to reinforce active edges and visible residential entries.
- Residential lobbies are directly connected to streets and shared spaces, enabling lighting to support legibility, intuitive wayfinding and perceptions of safety.
- Communal spaces, including podiums, are overlooked by surrounding dwellings, allowing lighting to support passive surveillance in the evening.
- Lighting can support safe movement along key pedestrian routes, particularly the through-site link and shared spaces.

Constraints & Challenges

- Lighting design must balance surveillance with residential amenity and avoid excessive light spill into apartments.
- The Promenade and shared spaces may attract activity after hours; lighting should support visibility without encouraging inappropriate use.
- Landscape features, including rock formations, may create shadowed areas and potential concealment if not carefully coordinated with lighting.
- Recessed or partially enclosed areas, such as basement entries and undercroft spaces, require consistent lighting to avoid shadowing and reduced visibility.
- Partially screened areas, including the Block 2 car share parking, may rely heavily on artificial lighting to maintain visibility.
- Interfaces with the park may experience varying levels of activity, particularly in the evening, requiring a consistent and legible lighting approach.

Table 10 Lighting CPTED and Risk Mitigation Measures	
No.	Item
General Lighting Recommendations	
1.	Lighting strategy and design is recommended to be undertaken by a qualified lighting engineer for the development to test light spill and identify any spaces of shadow and concealment.
2.	Future advice on lighting design, during the construction documentation and construction phase is recommended. This may include modelling of proposed lighting in conjunction with landscaping is recommended to test light spill and shadows.
3.	Landscaping is recommended to be limited to ground covers, shrubs and taller trees. The landscaping should not provide concealment opportunities created by shadows. Trees and landscaping can block street lighting, forming shadows. Ensure no shadowy spaces are created by existing and proposed buildings, landscaping and trees.
4.	Lighting should be directed away from observers and vantage points. Do not illuminate the resident in a unit looking out to the public domain.
5.	Bollard lighting is discouraged as it is prone to vandalism, creates pools of light and is not particularly effective at illuminating pedestrians and their faces.
6.	Lighting recommendations • All lighting should comply with relevant Australian Standards, particularly AS 1158. • Avoid using low-pressure sodium lamps. • Vandal-resistant lamps are recommended. • Avoid the use of low pressure sodium lamps /lighting as it makes it difficult to identify crime scene characteristics, victims or offenders e.g. drains colour from people and objects. • Lighting can lose up to 20% capacity within 12 months, resulting in inadequate light levels. This should be considered when selected lighting type and brightness.
7.	Any signage should be as legible at night as it is during the day.
8.	Avoid highly decorative or coloured lighting that reduces visibility or distorts facial recognition.
CCTV and associated lighting	
9.	CCTV is encouraged for the development as it can discourage anti-social behaviour, break-ins or malicious damage. Engaging a CCTV consultant is recommended for further advice. In developing CCTV plans consider the following: • CCTV and lighting should be considered in tandem to ensure the lighting outputs are adequate for usable footage. • CCTV should not be accessible by a pedestrian to avoid vandalism e.g. positioned high or not near other climbable elements. • To reduce the risk of CCTV vandalism, point cameras to other cameras - providing camera to camera protection.
10.	Block Specific The following is recommended for consideration as the design and topography results in areas which could be at risk: • CCTV is recommended at the basement entry to Block 1, particularly given its direct relationship to the serviced apartment basement entry in Block 5 which accommodates short-stay occupants and the stairs from Road 2. • CCTV is recommended for the Promenade/pedestrian shared spaces and parks. Of note are areas where people are encouraged to stop and congregate (like the seating node at Block 1 and 4), CCTV can support management of behaviour without relying solely on passive surveillance. CCTV is recommended within the Block 2 basement and lobby entry from Road 2, where the open street interface and recessed entry condition may reduce natural surveillance. • Areas around storage cages, corners, and transitions within basements often have reduced sightlines and benefit from coverage.

Carparks	
11.	Illuminate the basement entries, carshare parking and carpark lobbies uniformly to avoid creating concealment spaces from shadows.
12.	Position lighting so that signage does not block lighting outputs creating shadows.
13.	Ensure all alcoves and recesses are avoided and if not practical, then good even lighting and mirrors are necessary.
13.	The walls, columns and ceilings of the carpark will be light coloured concrete which will boost lighting outputs.
14.	The light levels in the carparks should be bright enough for a person to observe someone in a parked car.
Residential Lobbies and Forecourts	
15.	Illuminate residential lobbies and their forecourt so that individuals can be clearly visible and identifiable from a distance of approximately 10–15 metres.
Pedestrian Through Site Link	
16.	Lighting is to provide even, continuous illumination along the link to support visibility and safe movement.
17.	Bollard lighting is to be avoided; use pole or building-mounted lighting to illuminate faces and reduce shadowing.
18.	Lighting is to be coordinated with landscape design so vegetation does not obstruct light distribution or create shadowed areas.
19.	Wayfinding signage is to be illuminated to support legibility and intuitive navigation.
20.	Lighting is to reinforce primary paths of travel; secondary or restricted routes should not be highlighted or attract movement.



Territorial Reinforcement

Territorial reinforcement in residential development relies on clearly distinguishing public, communal and private areas to strengthen residents' sense of ownership and control. Legible transitions from the street to building entry, shared circulation and private dwellings reduce ambiguity, discourage unauthorised access and support natural guardianship, improving both actual and perceived safety.

Assessment

Territorial reinforcement ensures that the intended use of a space is clearly communicated through design. Across the site, this is particularly important given the multiple public interfaces, including streets, the park and the pedestrian through-site link, which functions as a key movement corridor between buildings. Clear distinction between public, semi-public and private areas - including streets, the park, pedestrian links, residential forecourts, lobbies, communal podiums and basements - is critical to avoid ambiguity, reduce opportunities for unauthorised access and support appropriate use, particularly where residential entries and shared spaces interface with high-activity areas.

Positive Features

- The buildings provide clearly identifiable residential entries that are defined by an architectural feature.
- The buildings activate all frontages, reducing the likelihood of residual or undefined spaces.

Constraints & Challenges

- The recessed basement entry of Block 2 must remain clearly legible as private residential access points.
- Architectural elements, including landscape and rock features, must not blur the boundary between public and private space.
- Shared spaces must maintain a clear definition between private residential lobbies and car park entries while still supporting pedestrian movement.

Table 11: Territorial Reinforcement CPTED Recommendations and Risk Mitigation Measures

No.	Recommendation
1.	Clearly define residential lobbies and forecourts as private spaces through changes in paving, lighting and entry detailing so they are different to the footpaths and the parks.
2.	Clearly define the basement entries and loading areas as a private space through changes in paving, lighting and entry detailing.
3.	Ensure architectural and landscape elements, including rock features, do not create ambiguous spaces that could be perceived as publicly accessible.
4.	Maintain clear signage identifying residential entries and private areas to reduce excuse-making.



Environmental Maintenance

Environmental maintenance in residential development is critical to sustaining a safe and well-managed living environment. The ongoing care of building fabric, landscape areas, communal spaces and services reinforces a sense of ownership, supports territorial definition and prevents the gradual decline that can create opportunities for antisocial behaviour. A well-maintained environment signals active management and consistent occupation, improving both actual and perceived safety for residents and visitors.

Assessment

Environmental maintenance influences both actual and perceived safety. Well-maintained buildings and landscape signal ownership and care, while poorly maintained areas can quickly create negative perceptions and opportunities for anti-social behavior. For Site B, maintenance is particularly important along the street frontages, the park interface, Promenade, shared spaces and around the recessed basement entries.

Positive Features

- The buildings present active and well-defined frontages to all surrounding streets, pedestrian through site link and the park.
- The use of durable landscape elements, including rock features, has the potential to provide a robust and low-maintenance public domain treatment.

Constraints & Challenges

- The use of rock elements within the landscape may create gaps or concealed spaces if not carefully arranged and maintained.
- Landscape growth over time may reduce sightlines to recessed basement entries and residential lobbies if not regularly managed.
- The Promenade and shared spaces will require ongoing maintenance to ensure landscaping, seating and built elements do not create concealment or reduce visibility
- The roads, internal street and park frontages will experience regular through-movement, increasing exposure to graffiti and damage.

Table 12. Environmental Maintenance	
No.	General
1.	The grounds of each Block should be regularly maintained, with all contributory landscaping managed by the body corporate. This includes any landscaping integral to the building's character and aesthetics, such as green walls, planters, and green roofs. Larger landscaped areas should also be overseen by the body corporate, rather than left to individual residents, particularly where they can impact sightlines.
2.	Establish a Maintenance Plan that ensures the site remains clean and well maintained. The Maintenance Plan should include routines for rubbish removal, actions when rubbish accumulation exceeds the norm and integrate CPTED landscape principles so the processes are clear.
3.	Specify low-maintenance, drought-resistant plant species to prevent plant die-off, which can create concealment and entrapment areas and contribute to a neglected appearance of the development.
4.	<u>Publicly Accessible Walls</u> • Walls, fences and street-level elements (particularly the through site link) are vulnerable to malicious damage, including graffiti. • Avoid porous materials in high-exposure areas such as the Promenade, park and street facing walls, as they can absorb paint and make graffiti difficult to remove or result in visible "ghosting" after cleaning. • Where solid wall surfaces are unavoidable, apply an appropriate anti-graffiti coating to facilitate prompt and effective removal.
5.	<u>Large rocks part of the building and landscape of Block 2</u> • Apply an appropriate anti-graffiti coating to exposed rock surfaces, subject to confirmation of material compatibility (noting the likely use of sandstone or granite). • Arrange rock elements so that narrow or irregular faces are presented to the street, avoiding broad, flat surfaces that may attract graffiti. • Avoid large, uninterrupted vertical rock faces. The porous nature of natural stone, particularly sandstone, can make graffiti difficult to fully remove. • Consider the use of low, defensive planting in front of rock elements where appropriate to discourage direct access for tagging, ensuring such planting does not create concealment opportunities.
6.	Keep the basement entry area in a clean and orderly condition, ensuring storage is confined to designated space in the basement and does not reduce visibility or provide concealment.

Activity and Space Management

Activity and space management in residential development is concerned with how shared areas, circulation routes and building services are used and overseen. Clear operational responsibility, defined access and appropriate allocation of functions support legitimate resident activity, discourage misuse and reinforce informal guardianship. Active and consistent management signals occupation and control and improves both actual and perceived safety.

Assessment

Space and activity management relates to how areas are used, secured and maintained over time. In higher-density residential development, the ongoing safety performance of shared spaces depends not only on design, but also on clear management arrangements and operational control.

Positive Features

- With the exception of Block 5, which includes a retail tenancy and serviced apartments, the development comprises predominantly residential buildings without publicly accessible tenancies.
- Residential lobbies can be clearly defined and directly connected to vertical circulation, supporting controlled access to upper levels.
- Basement access is generally consolidated to single vehicle entry points.
- Visitor parking is not proposed, allowing basements to be secured for residents only and reducing unauthorised access.

Constraints & Challenges

- Car share parking areas, particularly within Block 2, may attract unauthorised access if not clearly defined and controlled.
- Poorly managed waste, storage and service areas may reduce perceptions of safety and contribute to misuse of space.

Table 13. Activity and Space Management CPTED aand Risk Mitigation Measures

No.	Recommendation
1.	Warning signs can be displayed at the entry to the development to warn intruders of what security treatments have been implemented to reduce opportunities for crime. However, do not exaggerate systems that are not in use. Intruders can look for signs of these devices and will exploit the situation if not in use.
2.	Provide a map of the development within the residential lobbies to assist with wayfinding for invited visitors and to make clear areas where access is not permitted. Develop a wayfinding strategy and signage for the development.
3.	Communal podium areas should be secured outside periods of active use to prevent non-resident access from the forecourt.
4.	Carshare parking should be clearly labelled and directly associated with a single lift core where possible.



Access Control

Access control in residential development manages how residents, visitors and service providers enter, move through and exit the building. It is achieved through a combination of environmental design, building systems and operational procedures that limit unauthorised access while maintaining convenient and safe movement for legitimate users.

Assessment

Access control ensures that entry to private and semi-private areas is limited, legible and appropriately secured. In higher-density residential development, this relies on a clear hierarchy between public streets, residential lobbies, communal spaces and basement parking.

Positive Features

- Residential lobbies can be secured and are directly connected to vertical circulation serving residential levels.
- Basement access is generally consolidated to single vehicle entry points, supporting controlled access.
- No visitor parking is proposed, allowing basements to be secured for residents only.
- Communal open spaces are located on elevated podiums for resident use and are capable of being secured.
- With the exception of Block 5, buildings do not include retail or commercial tenancies, reducing access complexity and public interface. Please note, Block 5 only includes a single retail tenancy.

Constraints & Challenges

- The recessed basement entry to Block 2 may present opportunities for unauthorised access if not clearly controlled and appropriately lit.
- Interfaces with the park require a clearly defined transition between public open space and private residential areas to avoid ambiguity and reduce opportunities for unauthorised access.
- Rock elements forming part of the Block 2 building and landscape may create climbable conditions if not carefully arranged (often referred to as the “spiderman effect”), potentially facilitating access to upper levels. Rock elements may also attract informal climbing or gathering, increasing the risk of falls and potential conflict between residents and non-residents if not appropriately designed and managed.

Table 14: Access Control CPTED Recommendations and Risk Mitigation Measures	
No.	Recommendation
1.	Maintain the physical separation between public, semi-private, and private uses as currently proposed within the development. In this development, public areas include the street, the Promenade (pedestrian through site link) and shared spaces (public domain). Semi-private uses include the residential forecourts, residential lobbies, corridors and visitor parking. Private uses include individual residential units, resident-only facilities such as the communal open space and secure residential basement parking and back of house building services. These distinctions must be reinforced through design, signage, access control, and the Plan of Management to ensure clarity of ownership, safety, and security across the development.
Streetscape	
2.	Ensure landscape treatments include rock arrangements do not facilitate access (limitability) to units above.
Residential Forecourts and Residential Lobbies	
3.	Secure access to the residential lobbies (at the residential podium and basement entry levels) with a fob, key or equivalent. Avoid pin codes as they can be observed.
4.	Design the residential lobbies to discourage tailgating through clear sightlines to the entry, and intercom / access control located to allow residents to pause outside the secure line.
5.	Ensure residential mailboxes are securely locked to reduce the risk of identity theft and 'porch pirates' (people who steal packages delivered to an address). Where possible, mailboxes and parcel delivery should be located within the site boundary and ideally positioned inside the residential lobby, in a secure space, rather than directly accessible from the street. This location should not be in an isolated position and should have surveillance from lobbies and CCTV. This placement enhances security and allows for easier monitoring by residents and building management.
6.	Provide signage that clearly identifies the residential entries.
Carpark and Storage	
7.	Provide a secure gate to control both vehicular and pedestrian access into basements. Gates should prevent pedestrian access to reduce the risk of vehicle theft, and access to concealed areas which put the development at risk of break and enter, non-domestic violence or malicious damage.
8.	Secure entries to the loading docks when not in use.
9.	Secure bike parking in transparent cages as bike parts are also stolen along with bikes themselves. Avoid opaque bike cages as they can be used to store illegal items.
10.	Block 2: Consider installing a gate that will enclose the basement entry space at night or can be closed during the day if there incidents that put the building and its occupants at risk.
Back of House and services	
11.	Back of house, fire doors, storage, waste room doors should be secured so they cannot be used for concealment or to break into other parts of the building.
12.	Warn residents and visitors of the risks of propping open doors (fire stairs) as these can leave the entire building vulnerable. Provide self closing doors and signs identifying the penalties of leaving doors unsecured.
13.	Secure the units powerboard in a locked cabinet. Lock to be approved by electricity company.
General	
14.	Access control measures are to be supported by the Plan of Management, including procedures for delivery access, penalties for door propping and after-hours access.
15.	As the design is developed, avoid elements on the facade that facilitate climbing from balcony to balcony or up walls known as the 'Spiderman' effect. Architectural features need to be carefully designed so they don't become a ladder from the ground or between apartment levels.
16.	Provide window locks that can be secured when partially open to allow for ventilation but prevent access.

Three D's

It is crucial for the design, purpose, and definition of spaces to be aligned. Conflicting uses within a space can lead to dangerous situations, as offenders often take advantage of confusion. This concept is encapsulated in the three D's:

Designation: The intended purpose of the space, its original use, and how well it currently supports its intended function. It also considers whether there is any conflict between its current and intended use.

Definition: How the space is defined, including ownership, borders, and whether it is influenced by social or cultural factors. It also examines whether legal or administrative rules are clear and enforced, and whether signage is present. Potential conflicts between designation and definition are also considered.

Design: Whether the physical design of the space supports its intended function and desired behaviours, or if it conflicts with the proper use of the space, leading to confusion or misuse.

Assessment

The Three D's – Designation, Definition and Design – are generally well aligned across Site B. The development is predominantly designed as a series of residential flat buildings, with building form, access arrangements and spatial hierarchy clearly supporting this intended use. Block 5, which includes serviced apartments and retail, introduces a different typology that aligns more closely with the town centre context. Access is further reinforced through the absence of visitor parking within basements, supporting controlled resident use. As a largely single-use residential development, the site avoids the complexity typically associated with mixed-use or publicly accessible tenancies. The key consideration is to ensure that the detailed design and ongoing management of basement entries and street interfaces continue to reinforce this alignment.

Designation

The intended use of spaces within Site B are clear:

- Public domain – surrounding streets, park and pedestrian through site link
- Semi-public - retail
- Semi-private – residential forecourts and controlled entry points
- Private – residential lobbies, upper levels and podium and retail back of house
- Controlled access – basement parking and storage

This hierarchy supports clear designation across the site. The key consideration is to ensure that basement entries and associated access points are clearly defined and managed to avoid ambiguity and misuse, particularly where they interface with public or shared spaces.

Definition

The distinction between public, semi-public, semi-private and private space must be reinforced through physical definition, including:

- Clearly expressed residential lobbies
- Defined thresholds between the park and ground-floor dwellings
- Controlled access to the podium
- A visually and functionally distinct basement entries

Design

Site B is a purpose-built residential development. The building form, lobby locations, vertical circulation and elevated communal podium have been designed specifically for residential occupation. There is only one retail premises which is appropriately located.

The building's siting on multiple public frontages supports legibility and passive surveillance. The primary area requiring careful detailed design is the recessed basement vehicle entry for Block 2 and where Block 1, 4 and 5 interface with the pedestrian through site link.

7 DCP Compliance

The project has been assessed in accordance with the Camden Growth Centre Precincts Development Control Plan. It comprises two sections, as described below:

- Camden Growth Centre Precincts Development Control Plan (main body of the DCP) (refer Table 1)
- Schedule 2 - Draft Leppington Town Centre Development Control Plan (DPHI's Leppington Town Centre State-assessed Rezoning Proposal) (refer Table 2)

Table 16: DCP Assessment

No.	Required	Proposed
Crime Prevention Through Environmental Design	1. Buildings should be designed to overlook streets, lanes and other public or communal areas to provide casual surveillance. In the case of corner lots habitable windows are also be oriented to overlook both streets. 2. The design of all development is to enhance public surveillance of public streets and open space/conservation areas. 3. For residential development, the use of roller shutters other than garages is not permitted on doors and windows facing the street. Any security railings must be designed to complement the architecture of the building. 4. Developments are to avoid creating areas for concealment and blank walls facing the street. 5. Pedestrian and communal areas are to have sufficient lighting to ensure a high level of safety. These areas must be designed to minimise opportunities for concealment. 6. All developments are to incorporate the principles of Crime Prevention Through Environmental Design (CPTED). Development Applications for subdivision, public open space, community facilities, commercial developments, mixed-use developments, and schools may require a formal crime risk (CPTED) assessment as part of the EP&A Act 1979, development assessment and Camden Council's Designing Safer Communities – Safer by Design Guidelines (October 2002).	1. The buildings are oriented towards the streets, proposed park and communal open spaces. Units with balconies and habitable windows are positioned on corners and overlook the public domain. 2. The building has been designed to enhance public surveillance of the street and park. Mitigation measures are described below and throughout this report where there is the risk in the public domain, the building and its occupants. 3. There are no roller shutters (other than garages) proposed for doors and windows. Security railings are not proposed. 4. The design does not generally include areas of concealment where the building and landscape interface with the street. The area at risk in the development is the carpark entry which is recessed. Refer to Surveillance, Lighting, Territorial Reinforcement, Environmental Maintenance, Access Control,and Space and Activity Management for mitigation measures. 5. The CPTED report provides recommendations for lighting design to minimise areas of concealment and entrapment, including shadows created by gaps in lighting or conflict between the building and landscaping. 6. A CPTED report has been prepared which addresses the seven (7) CPTED principles and includes a Crime Risk Assessment (CRA).

8 Conclusion

The Site B development is capable of achieving good Crime Prevention Through Environmental Design (CPTED) outcomes. The masterplan establishes a strong foundation through clear residential addresses, active public interfaces, an interconnected public domain network and generally well-separated residential access arrangements.

The assessment identified that the key drivers influencing long-term CPTED outcomes relate to the detailed design and ongoing management of landscape interfaces, pedestrian through-site links, shared spaces and basement access arrangements. In particular, landscape design and long-term maintenance will play an important role in maintaining sightlines, supporting surveillance and preventing the formation of concealment and entrapment opportunities over time.

Importantly, the CPTED assessment was undertaken alongside the architectural and landscape design process and formed part of an iterative review with the project team. This approach allowed CPTED considerations to inform the evolving design and contribute to the proposal lodged for approval.

The recommendations and risk mitigation measures contained in Section 6 provide a framework to guide the ongoing design development, operation and long-term management of the site. Guided by these measures and continued application of CPTED principles, the development is capable of delivering a safe, legible and well-managed residential precinct within the emerging Leppington Town Centre.

9 CPTED References

Australian Institute of Criminology, What Australians Think About Crime and Justice: Results from the 2007

Survey of Social Attitudes, 2009

NSW Attorney General's Department, NSW Government Policy Statement and Guidelines for the Establishment and Implementation of Closed Circuit Television (CCTV) in Public Places, 2000

NSW Department of Justice and Attorney General, Outdoor Car Park Audit, 2009

NSW Department of Justice and Attorney General, Suburban Street Parking Audit, 2009

NSW Parliament Legislative Assembly, Standing Committee on Public Works, Report on Graffiti and Public Infrastructure, 2010

NSW Police Force, Residential Security Assessment, 2007

NSW Police Force, Safer by Design Companion Version 2.0, 2012

NSW Police Force, Safer by Design Evaluation Version 2.0, 2012

NSW Police Force, Safer by Design Manual Version 3.0, 2012

APPENDIX A | DOCUMENTATION

No.	Title
MP-DA00.00	Cover Sheet
MP-DA00.01	Development Summary
MP-DA00.10	Existing Site Plan
MP-DA00.11	Demolition Plan
MP-DA00.12	Site Plan
MP-DA00.13	Site Plan - Lower Ground
MP-DA00.14	Site Plan - Ground
MP-DA00.15	Site Plan - Upper Ground
MP-DA00.16	Site Plan - Typical Floor
MP-DA00.19	Site Analysis Plan
MP-DA00.20	Staging Plan
MP-DA00.21	Proposed Site Plan - Initial Works
MP-DA05.01	POV Shadows
MP-DA05.02	POV Shadows
MP-DA05.03	POV Shadows
MP-DA05.04	POV Shadows
MP-DA05.21	Shadow Studies
MP-DA05.22	Shadow Studies
MP-DA07.01	Notification Plan
MP-DA07.10	Draft Subdivision Plan
B1-DA00.01	Development Summary Block 1
B1-DA00.02	Development Summary Block 5
B1-DA01.02	Basement 3
B1-DA01.03	Basement 2
B1-DA01.04	Basement 1
B1-DA01.05	Ground
B1-DA01.06	Level 1
B1-DA01.07	Level 2
B1-DA01.08	Level 3-8
B1-DA01.14	Level 9
B1-DA01.15	Level 10-11
B1-DA01.17	Level 12-23
B1-DA01.29	Level 24
B1-DA01.30	Roof
B1-DA02.01	Elevations
B1-DA02.02	Elevations
B1-DA02.03	Elevations
B1-DA03.01	Sections
B1-DA03.02	Sections
B1-DA03.03	Sections
B1-DA05.11	Compliance Plans - Solar and Cross Vent
B1-DA06.01	GFA Block 1
B1-DA06.02	GFA Block 5
B1-DA06.03	FECA & UCA Block 5
B1-DA06.04	Site Compliance Drawings
B1-DA06.10	Storage Plans
B1-DA06.20	Accessible Units
B1-DA06.22	Accessible Units
B1-DA06.30	Waste Management Strategy
B2-DA00.01	Development Summary
B2-DA01.00	Basement 5
B2-DA01.01	Basement 3 - 4
B2-DA01.03	Basement 2
B2-DA01.04	Basement 1
B2-DA01.05	Ground
B2-DA01.06	Level 1
B2-DA01.07	Level 2
B2-DA01.08	Level 3 - 18
B2-DA01.24	Level 19
B2-DA01.31	Roof
B2-DA02.01	Elevations
B2-DA02.02	Elevations
B2-DA02.03	Elevations
B2-DA02.04	Elevations
B2-DA03.01	Sections
B2-DA03.02	Sections
B2-DA05.11	Compliance Plans - Solar
B2-DA05.12	Compliance Plans - Cross Vent
B2-DA05.20	Sun Eye Diagrams
B2-DA05.21	Shadow Studies
B2-DA05.22	Shadow Studies
B2-DA06.01	GFA
B2-DA06.04	Site Compliance Drawings
B2-DA06.10	Storage Plans
B2-DA06.20	Accessible Plans
B2-DA06.30	Waste Management Strategy
B3-DA00.01	Development Summary
B3-DA01.01	Basement 4
B3-DA01.02	Basement 3
B3-DA01.03	Basement 2
B3-DA01.04	Basement 1
B3-DA01.05	Ground
B3-DA01.06	Level 1
B3-DA01.07	Level 2-6
B3-DA01.12	Level 7 - 19
B3-DA01.30	Level 20
B3-DA01.31	Roof
B3-DA02.01	Elevations
B3-DA02.02	Elevations
B3-DA02.03	Elevations
B3-DA02.04	Elevations
B3-DA02.05	Elevations
B3-DA03.01	Sections
B3-DA03.02	Sections
B3-DA03.03	Sections
B3-DA03.04	Sections
B3-DA03.05	Sections
B3-DA05.11	Compliance Plans - Solar
B3-DA05.12	Compliance Plans - Solar
B3-DA05.20	Compliance Plans - Cross Vent
B3-DA06.01	GFA
B3-DA06.04	Site Compliance Drawings
B3-DA06.10	Storage Plans
B3-DA06.20	Adaptable Units
B3-DA06.21	LHA Unit Plan
B3-DA06.30	Waste Management Strategy
B4-DA00.01	Development Summary
B4-DA01.02	Basement 3
B4-DA01.03	Basement 2
B4-DA01.04	Basement 1
B4-DA01.05	Ground
B4-DA01.06	Level 01
B4-DA01.07	Level 02-03
B4-DA01.09	Level 04-17
B4-DA01.26	Level 18
B4-DA01.27	Level 19-21
B4-DA01.30	Level 22
B4-DA01.31	Roof
B4-DA02.01	Elevations
B4-DA02.02	Elevations
B4-DA02.03	Elevations
B4-DA03.01	Sections
B4-DA03.02	Sections
B4-DA05.11	Compliance Plans - Solar
B4-DA05.12	Compliance Plans - Cross Vent
B4-DA06.01	GFA
B4-DA06.04	Site Compliance Drawings
B4-DA06.10	Storage Plans
B4-DA06.20	Adaptable Units
B4-DA06.30	Waste Management Strategy



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Project
156-166 Rickard Road

156-166 Rickard Road Leppington

Drawing
Cover Sheet

Project No
225140

Author
CM

Scale: @ A1

Drawing No.
MP-DA00.00 **A**

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DEVELOPMENT SUMMARY

	APARTMENTS					SERVICED APARTMENTS			
	No. STUDIO	No. 1 BEDS	No. 2 BEDS	No. 3 BEDS	No. 4 BEDS	No. SERVICED STUDIO	No. SERVICED 1 BED	No. SERVICED 2 BED	TOTAL UNITS
BLOCK 1	32	76	88	12	0	0	0	0	208
BLOCK 2	0	0	148	136	16	0	0	0	300
BLOCK 3	0	38	289	77	0	0	0	0	404
BLOCK 4	21	93	146	34	0	0	0	0	294
BLOCK 5	0	0	0	0	0	28	70	14	112
OVERALL SITE	53	207	671	259	16	28	70	14	1318

GFA

	GFA
BLOCK 1	16,582 m²
BLOCK 2	38,456 m²
BLOCK 3	43,381 m²
BLOCK 4	24,525 m²
BLOCK 5	6,894 m²
	129,839 m²

SOLAR ACCESS

	SOLAR COMPLIANT
BLOCK 1	74.0%
BLOCK 2	70.0%
BLOCK 3	71.3%
BLOCK 4	77.9%
	73.1%

ZERO SUN

	ZERO SUN
BLOCK 1	10.6%
BLOCK 2	0.7%
BLOCK 3	3.0%
BLOCK 4	5.4%
	4.3%

VENTILATION

	CROSS VENTILATED
BLOCK 1	80.0%
BLOCK 2	75.8%
BLOCK 3	65.2%
BLOCK 4	63.8%
	69.5%

PARKING PROVISION

	CARPARKS		CARPARKS	CARPARKS			MOTORBIKE/SCOOTER	BICYCLE PARKS	BICYCLE PARKS	
	RESIDENTIAL	CAR SHARE	HOTEL	TOTAL	← TANDEM	← ACCESSIBLE	PARK	RESIDENTIAL	VISITOR	STORES
BLOCK 1										
1_LEVEL 00 GROUND	0	0	0	0	0	0	0	0	24	0
1_LEVEL BASEMENT B1	28	3	0	31	0	3	7	32	0	12
1_LEVEL BASEMENT B2	40	0	0	40	0	4	4	81	0	49
1_LEVEL BASEMENT B3	42	0	0	42	0	4	4	95	0	50
	110	3	0	113	0	11	15	208	24	111
BLOCK 2										
2A_LEVEL BASEMENT B1	44	5	0	49	1	7	6	54	30	9
2A_LEVEL BASEMENT B2	119	0	0	119	40	5	6	59	0	83
2A_LEVEL BASEMENT B3	126	0	0	126	42	6	6	62	0	69
2A_LEVEL BASEMENT B4	126	0	0	126	42	6	6	62	0	69
2A_LEVEL BASEMENT B5	128	0	0	128	42	6	6	63	0	70
	543	5	0	548	167	30	30	300	30	300
BLOCK 3										
3A_LEVEL 00 GROUND	9	7	0	16	4	1	0	61	41	61
3A_LEVEL BASEMENT B1	154	0	0	154	19	10	15	79	0	79
3A_LEVEL BASEMENT B2	158	0	0	158	18	10	17	87	0	87
3A_LEVEL BASEMENT B3	158	0	0	158	18	10	17	87	0	87
3A_LEVEL BASEMENT B4	160	0	0	160	18	10	18	90	0	90
	639	7	0	646	77	41	67	404	41	404
BLOCK 4										
4_LEVEL_GROUND	20	4	0	24	0	0	3	107	30	15
4_LEVEL BASEMENT B1	71	0	0	71	0	7	7	54	0	82
4_LEVEL BASEMENT B2	77	0	0	77	0	7	7	62	0	90
4_LEVEL BASEMENT B3	79	0	0	79	0	7	7	75	0	108
	247	4	0	251	0	21	24	298	30	295
BLOCK 5										
5_LEVEL BASEMENT B1	0	0	26	26	2	6	4	6	0	0
	0	0	26	26	2	6	4	6	0	0
	1539	19	26	1584	246	109	140	1216	125	1110

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Project
156-166 Rickard Road

156-166 Rickard Road Leppington

Drawing
Development Summary

Project No
225140

Author
CM

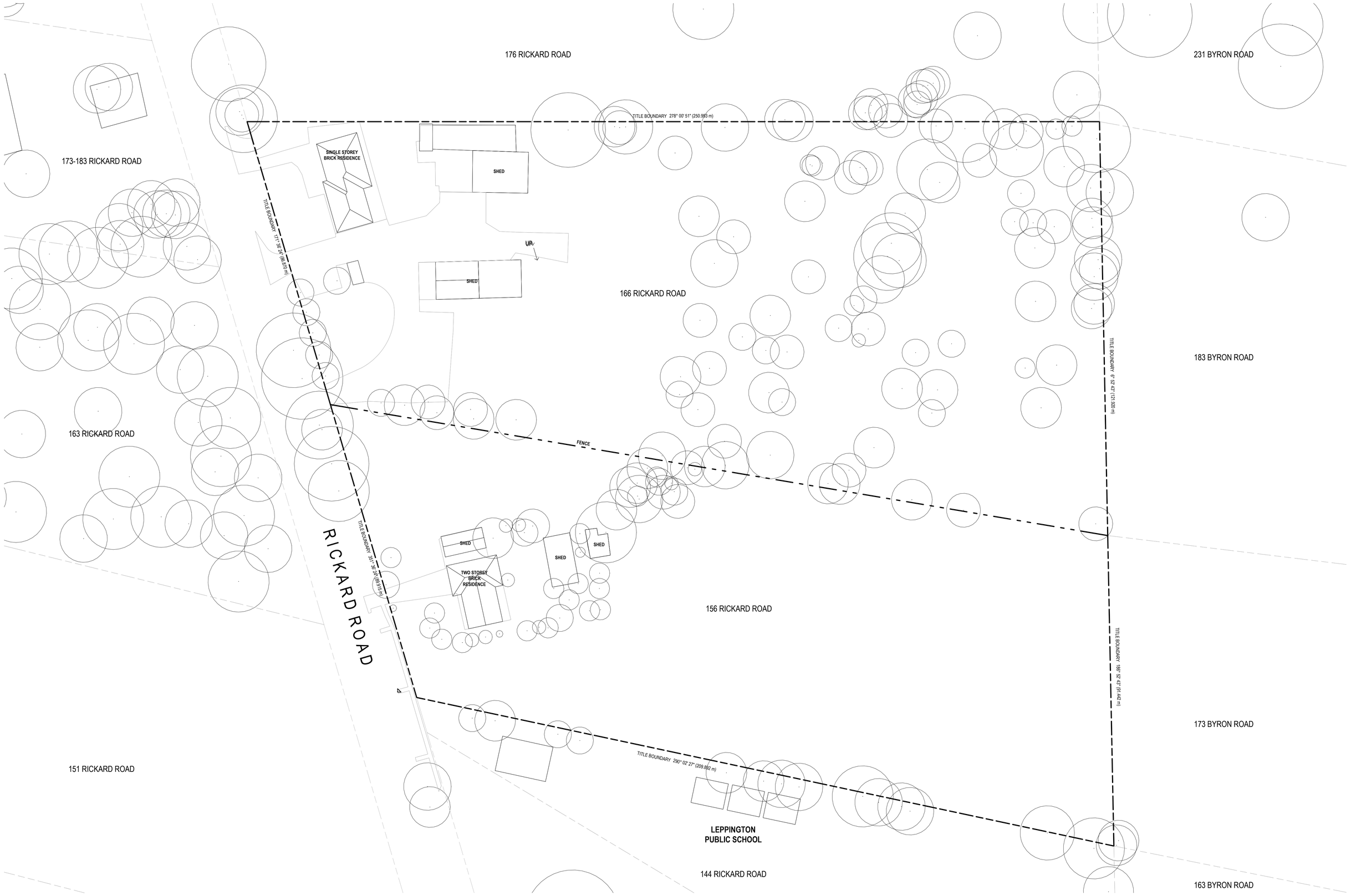
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Drawing No.
MP-DA00.01 **A**

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Project: **156-166 Rickard Road**

Drawing: **Existing Site Plan**

Project No: **225140**

Author: **CM**

Scale: @ A1 **1 : 500**

Drawing No: **MP-DA00.10** **A**

156-166 Rickard Road Leppington

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176 RICKARD ROAD

231 BYRON ROAD

173-183 RICKARD ROAD

SINGLE STOREY
BRICK RESIDENCE

SHED

SHED

166 RICKARD ROAD

183 BYRON ROAD

163 RICKARD ROAD

SHED

SHED

SHED

TWO STOREY
BRICK
RESIDENCE

REFER TO ARBORIST'S
REPORT FOR REMOVED AND
RETAINED EXISTING TREES

156 RICKARD ROAD

RICKARD ROAD

173 BYRON ROAD

151 RICKARD ROAD

LEPPINGTON
PUBLIC SCHOOL

144 RICKARD ROAD

163 BYRON ROAD

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NOTE:
All existing structures, hardscape and softscape within the site boundary to be demolished, all services to be capped, unless noted otherwise.

ELEMENTS TO BE DEMOLISHED

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Project / **156-166 Rickard Road**

156-166 Rickard Road Leppington

Drawing / **Demolition Plan**

Project No / **225140**

Author / **CM**

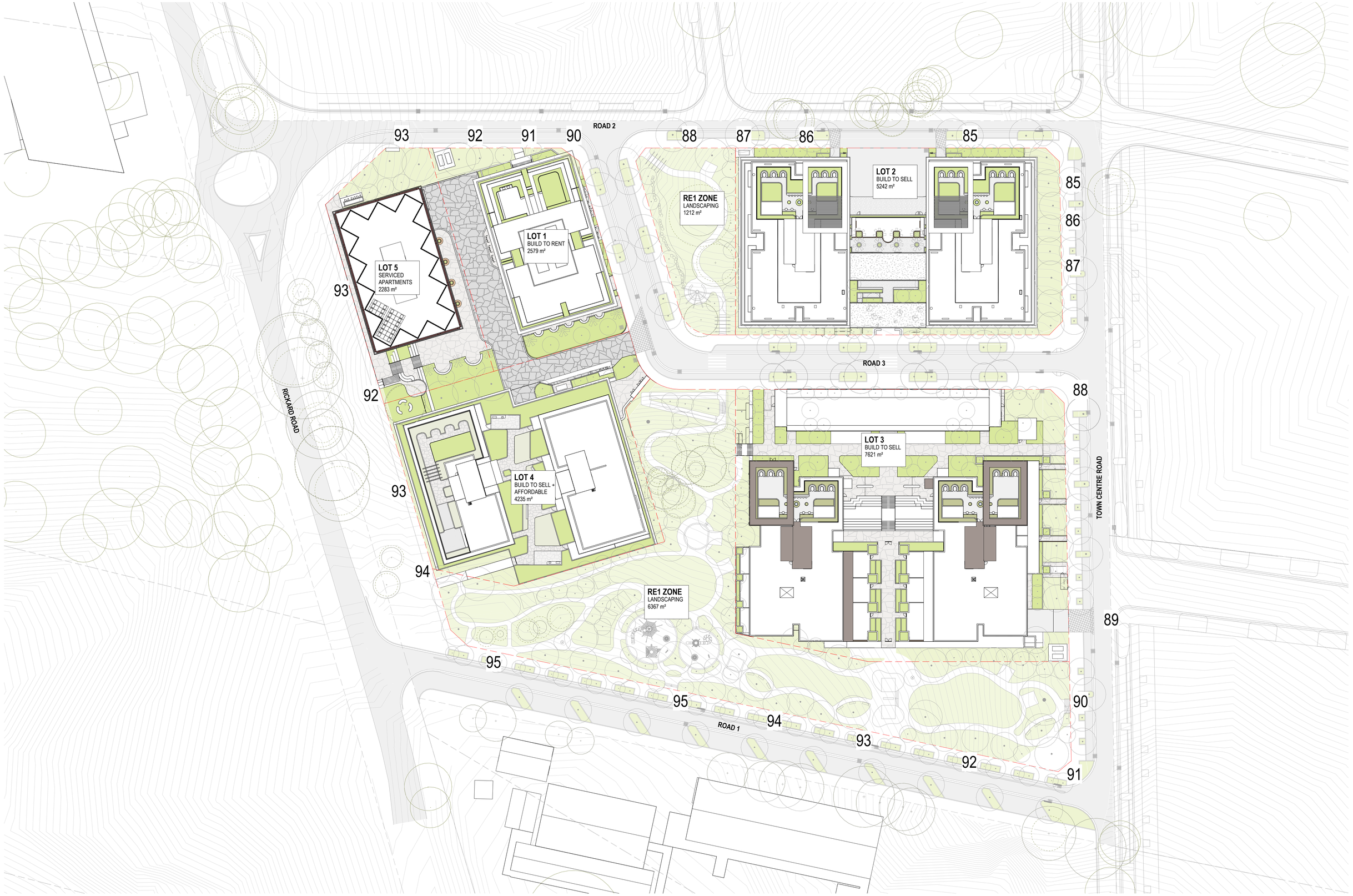
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Project: **156-166 Rickard Road**

156-166 Rickard Road Leppington

Drawing: **Site Plan**

Project No: **225140**

Author: **NE**

Scale: @ A1 **1 : 500**

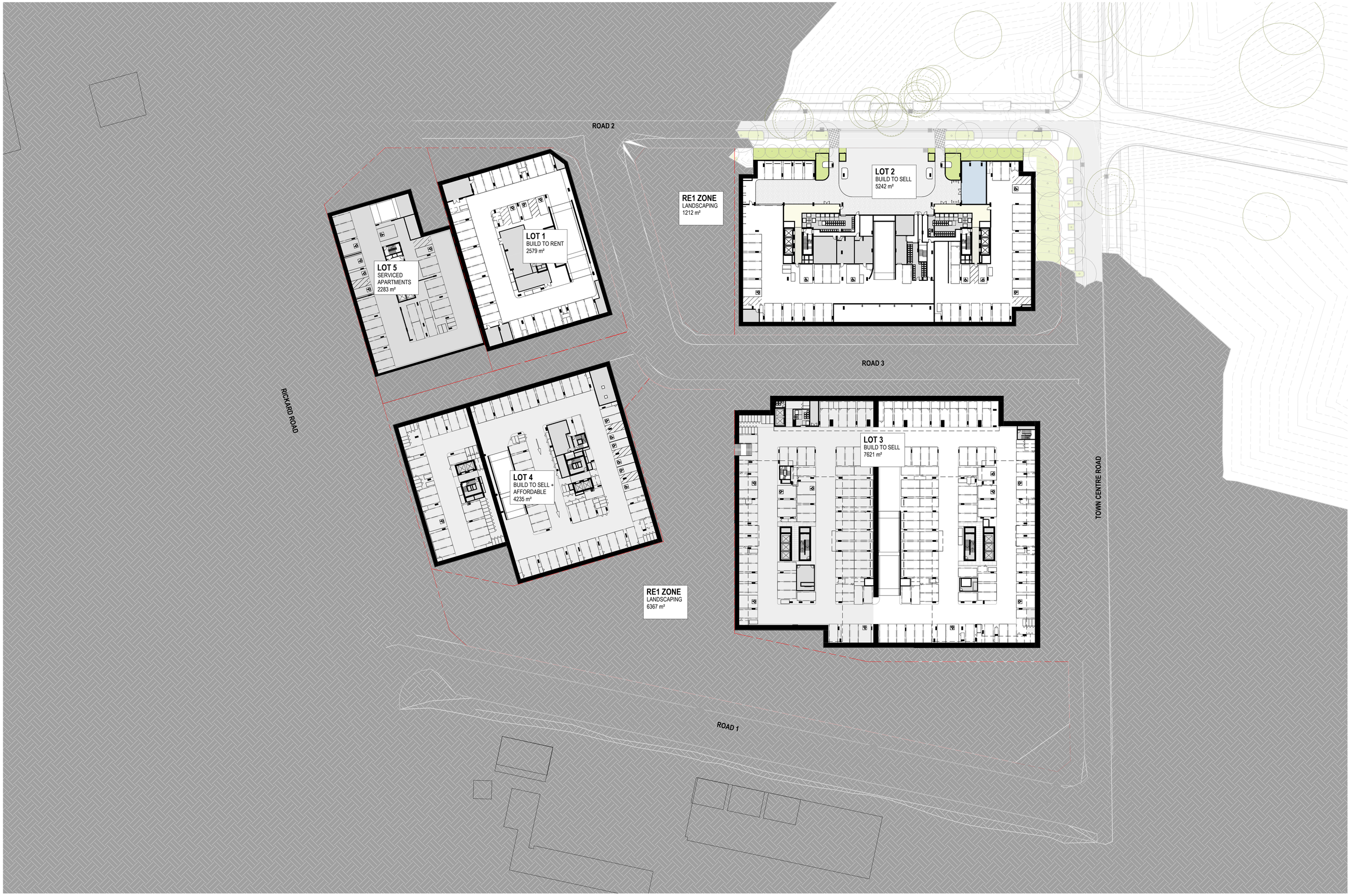
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A	11.05.2026	SSDA Submission	NE

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Project: **156-166 Rickard Road**

156-166 Rickard Road Leppington

Drawing: **Site Plan - Lower Ground**

Project No: **225140**

Author: **NE**

Scale: @ A1 **1 : 500**

Drawing No.: **MP-DA00.13**

A

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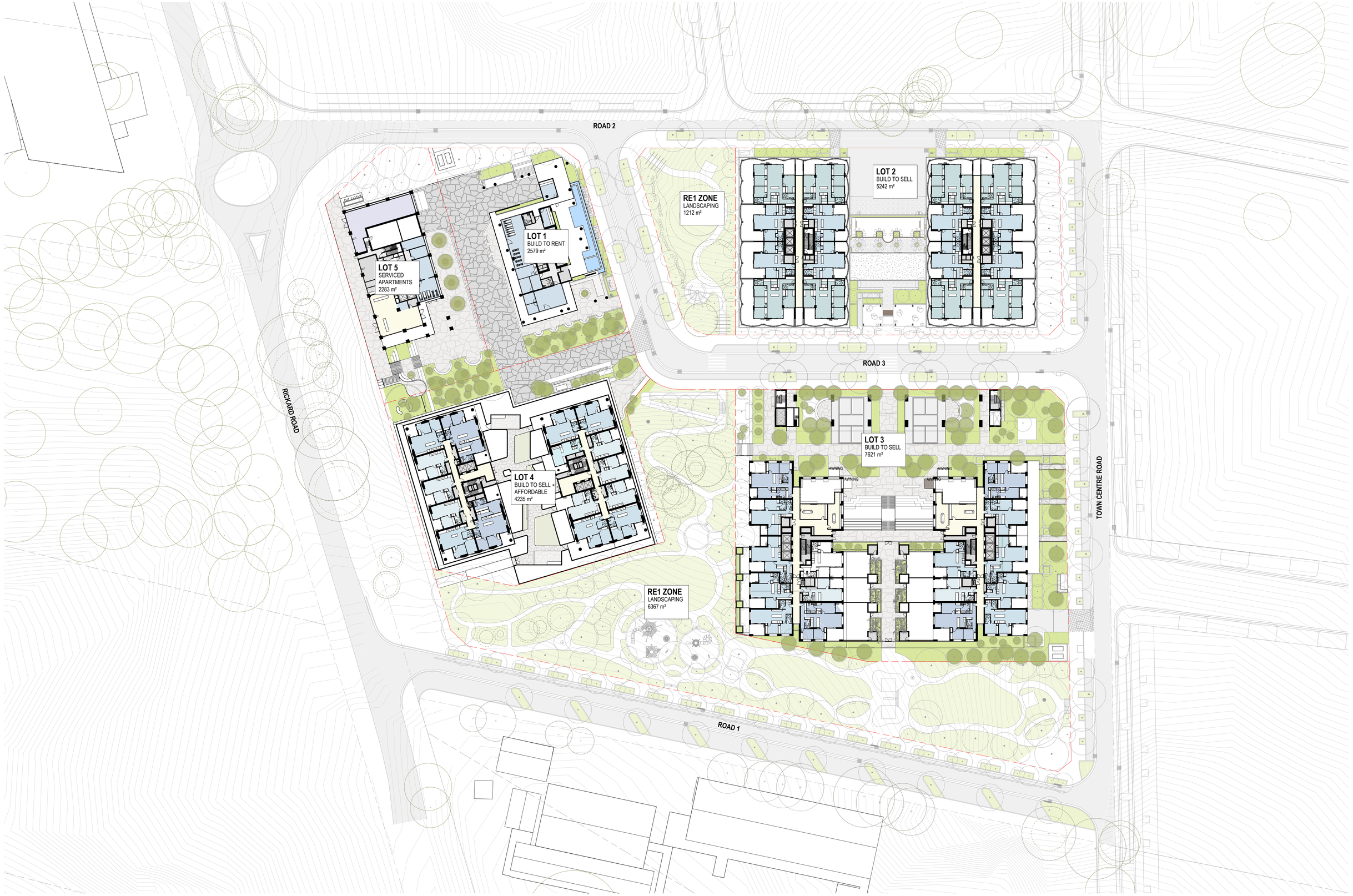
Project	Drawing	Project No	Author	Scale: @ A1	Drawing No.	
156-166 Rickard Road	Site Plan - Ground	225140	NE	1 : 500	MP-DA00.14	A

156-166 Rickard Road Leppington

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Project: **156-166 Rickard Road**

156-166 Rickard Road Leppington

Drawing: **Site Plan - Upper Ground**

Project No: **225140**

Author: **NE**

Scale: @ A1 **1 : 500**

Drawing No.: **MP-DA00.15** **A**

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ROAD 2

RICKARD ROAD

ROAD 3

TOWN CENTRE ROAD

ROAD 1

LOT 5
SERVICED APARTMENTS
2283 m²

LOT 1
BUILD TO RENT
2579 m²

RE1 ZONE
LANDSCAPING
1212 m²

LOT 2
BUILD TO SELL
5242 m²

LOT 3
BUILD TO SELL
7621 m²

LOT 4
BUILD TO SELL + AFFORDABLE
4235 m²

RE1 ZONE
LANDSCAPING
6367 m²

Revisions			
A	11.05.2026	SSDA Submission	NE

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Project: **156-166 Rickard Road**
156-166 Rickard Road Leppington

Drawing: **Site Plan - Typical Floor**

Project No: **225140**

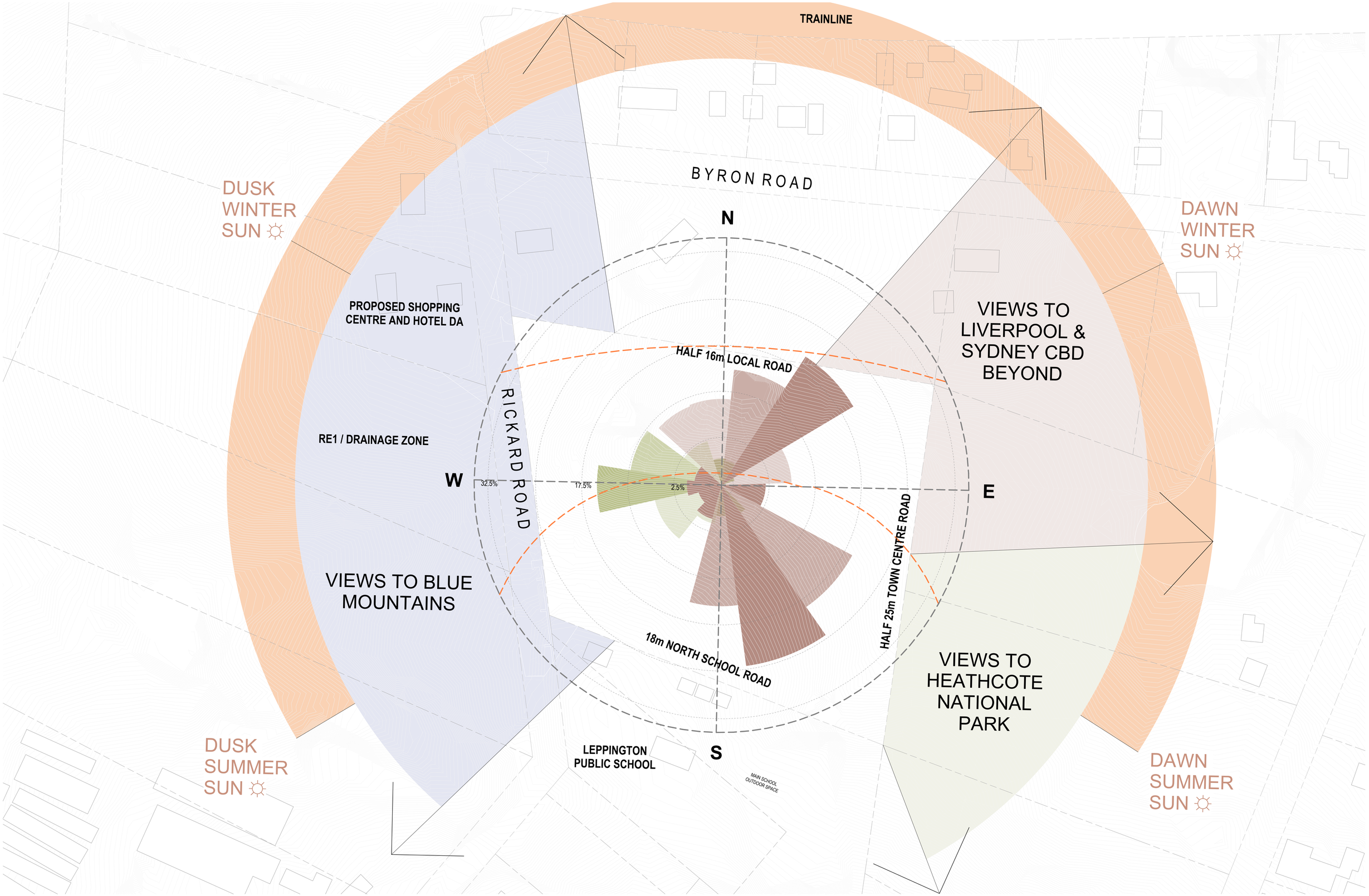
Author: **NE**

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Drawing No.: **MP-DA00.16** **A**

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Project: **156-166 Rickard Road**

156-166 Rickard Road Leppington

Drawing: **Site Analysis Plan**

Project No: **225140**

Author: **CM**

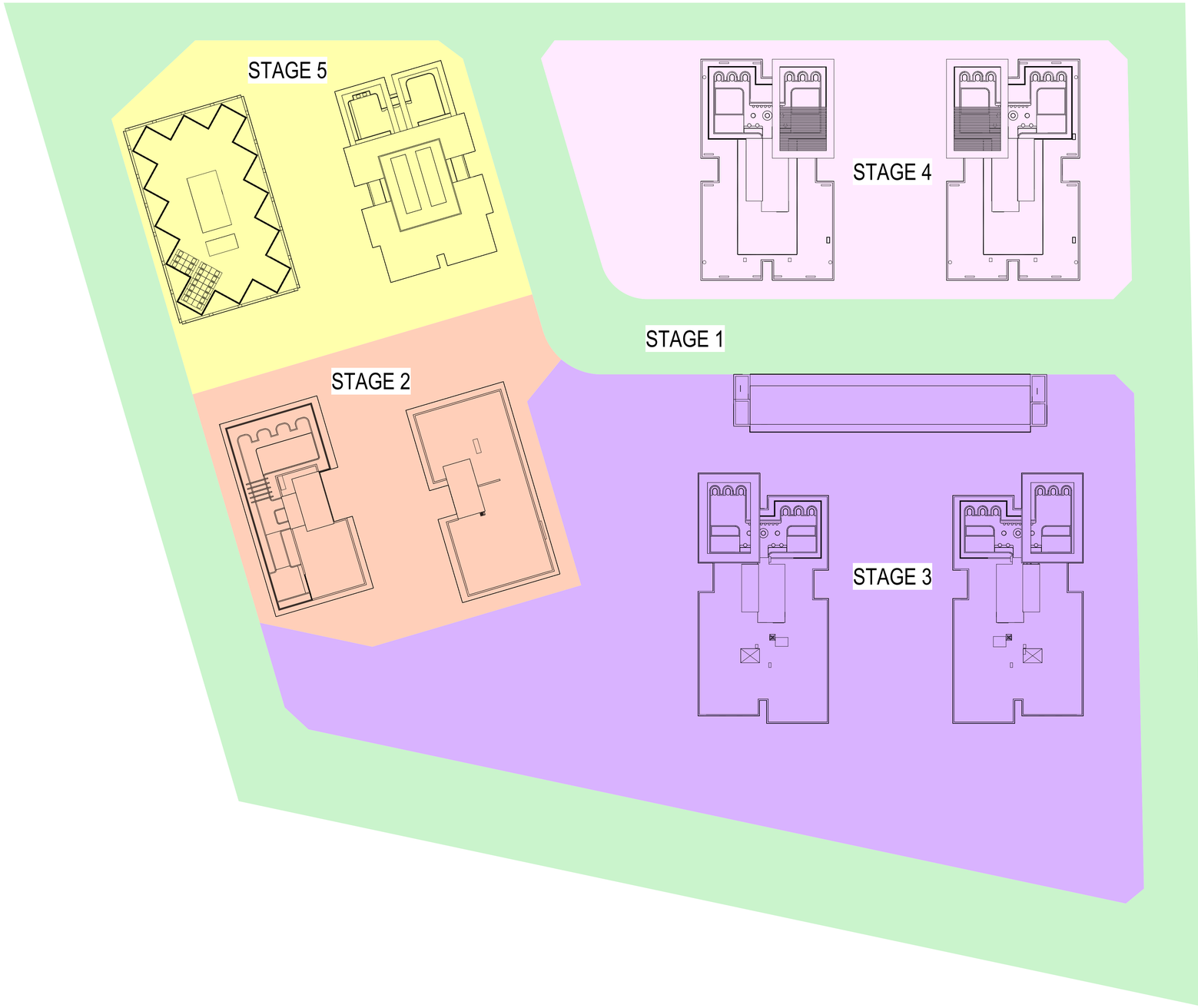
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High Delivery Stagings

Stage 1

Road works, infrastructure works and subdivision works.

Stage 2

Building 4B (west) BTS and Building 4A (east) Affordable and its associated external works.

Stage 3

Building 3A, 3B, 3C BTS and its associated external works. Inclusion of public recreation (RE1) south.

Stage 4

Building 2A, 2B Premium BTS and its associated external works. Inclusion of public recreation (RE1) north.

Stage 5

Building 1A BTR, 5A Serviced Apartments and its associated external works.

Notes:
Each stage can be delivered in individual sub-stages if required. Noting that individual buildings and basements are designed to be able to deliver separately.

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Project / **156-166 Rickard Road**

Drawing / **Staging Plan**

Project No / **225140**

Author / **CM**

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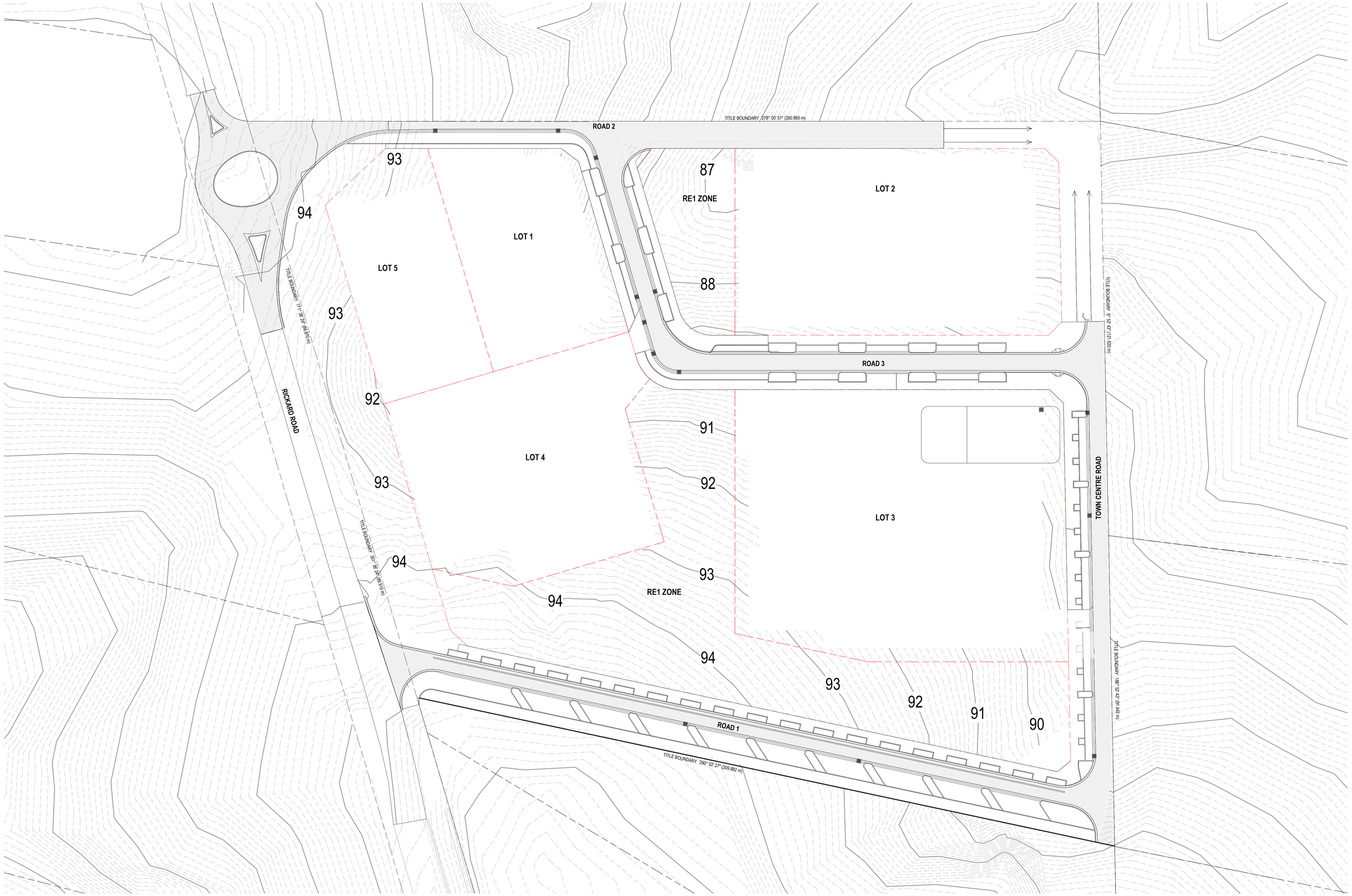
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156-166 Rickard Road Leppington

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TREE LEGEND

CANOPY

TREE PROTECTION ZONE

Project: **156-166 Rickard Road**

156-166 Rickard Road Leppington

Drawing: **Proposed Site Plan - Initial Works**

Project No: **225140**

Author: **CM**

Scale: @ A1 **1 : 500**

Drawing No.: **MP-DA00.21** **A**

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21 JUNE 9:00AM



21 JUNE 10:00AM

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A	11.05.2026	SSDA Submission	NE

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Project **156-166 Rickard Road**

156-166 Rickard Road Leppington

Drawing **POV Shadows**

Project No **225140**

Author **CM**

Scale: @ A1

Drawing No. **MP-DA05.01** **A**

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