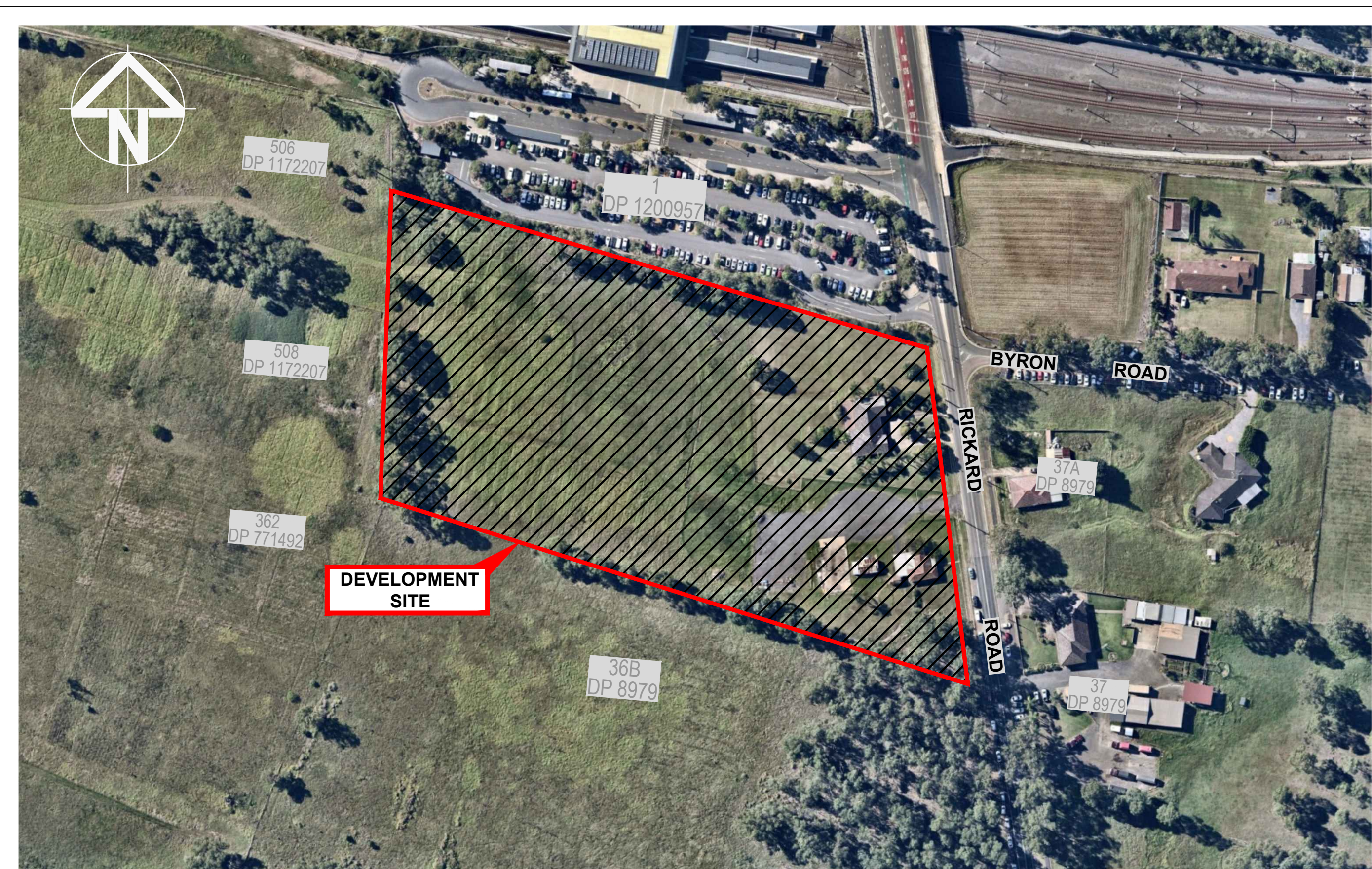


PROPOSED COMMERCIAL MIXED USE DEVELOPMENT 173-183 RICKARD ROAD, LEPPINGTON CIVIL ENGINEERING PLANS

ISSUED FOR STATE SIGNIFICANT DEVELOPMENT APPLICATION



LOCALITY PLAN
N.T.S

LOT 1 & 2 DP 812366

CLIENT: LEPPINGTON (1) 88 DEVELOPMENT PTY LTD



DRAWING LIST

NO SHEET TITLE

GENERAL

000 COVER SHEET
001 GENERAL NOTES & LEGEND
002 EXISTING SERVICES AND DEMOLITION PLAN

EROSION AND SEDIMENT CONTROL

101 EROSION AND SEDIMENT CONTROL PLAN
110 EROSION AND SEDIMENT CONTROL DETAILS

EARTHWORKS

201 BULK EARTHWORKS PLAN
210 BULK EARTHWORK SECTIONS SHEET 1
211 BULK EARTHWORK SECTIONS SHEET 2
212 BULK EARTHWORK SECTIONS SHEET 3

ENGINEERING PLANS

301 ENGINEERING PLAN - INTERIM SCENARIO
302 ENGINEERING PLAN - ULTIMATE SCENARIO

ROAD SECTIONS

400 BYRON ROAD - LONGITUDINAL AND TYPICAL CROSS SECTIONS
401 TOWN CENTER - TYPICAL CROSS SECTIONS
402 TOWN CENTER - LONGITUDINAL SECTION
403 ROAD 1 - LONGITUDINAL AND TYPICAL CROSS SECTIONS
404 ROAD 2 - TYPICAL CROSS SECTIONS
405 ROAD 2 - LONGITUDINAL SECTION
406 RICKARD ROAD - LONGITUDINAL AND TYPICAL CROSS SECTIONS

MISCELLANEOUS ROADWORKS PLANS

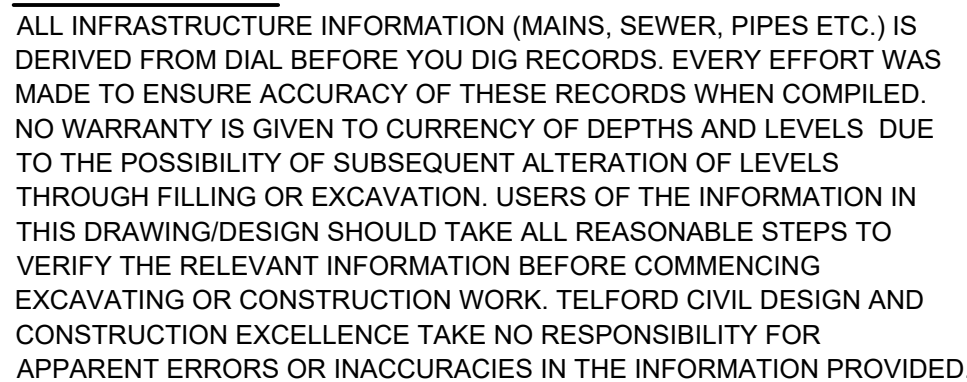
500 SIGNAGE AND LINEMARKING PLAN

**PROPOSED COMMERCIAL MIXED USE
DEVELOPMENT COMPRISING RETAIL
SHOPPING CENTRE AND HOTEL.
173-183 RICKARD ROAD, LEPPINGTON
CIVIL ENGINEERING PLANS**

PROJECT No.:	STAGE:	MILESTONE:	REVISION DATE:	DRAWING No.:	REVISION:
23629	1	SSDA	02/06/2026	000	A

1. ALL WORK IS TO CONFORM TO THE CURRENT COUNCIL STANDARDS, DRAWINGS AND SPECIFICATIONS U.N.O.
2. WHERE CONNECTION IS TO BE MADE TO EXISTING CONSTRUCTION, THE CONTRACTOR SHALL CONFIRM EXISTING CONSTRUCTION PRIOR TO COMMENCING WORK ON ANY CRITICAL SECTION. THE SUPERINTENDENT MAY REQUIRE THE CONTRACTOR TO WORKS TO ACHIEVE A SATISFACTORY CONNECTION.
3. LEVEL DATUM IS AHD.
4. ALL DIMENSIONS ARE IN METRES U.N.O.
5. PRIOR TO CONSTRUCTION, THE CONTRACTOR IS TO BE SATISFIED OF THE CORRECT LOCATIONS OF ALL EXISTING SERVICES. ANY DAMAGE TO EXISTING SERVICES IS TO BE RECTIFIED AT THE CONTRACTORS EXPENSE.
6. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL VERIFY BENCH MARK LEVELS AND ADVISE THE SUPERINTENDENT.
7. PRIOR TO CONSTRUCTION, THE CONTRACTOR IS TO CONFIRM WITH THE SUPERINTENDENT THE FOLLOWING:
 - 7.A. ALL INSPECTION HOLD POINTS;
 - 7.B. ALL COMPLIANCE TESTING REQUIREMENTS.
8. ANY WORK ON EXISTING SERVICES THAT REQUIRE RELOCATION BY AUTHORITIES SHALL BE CARRIED OUT IN ACCORDANCE WITH THE TERMS OF THE CONTRACT, AND SHALL BE CO-ORDINATED BY THE CONTRACTOR.
9. AT COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL ARRANGE FOR AN INDEPENDENT LICENSED SURVEYOR TO CONDUCT A "COMPLETION" SURVEY IN ACCORDANCE WITH THE CURRENT COUNCIL STANDARDS AND SUBMIT THE RESULTS TO THE SUPERINTENDENT.
10. ALL VERGES ARE TO BE FULLY TURFED WITH COUCH. REFER TO LANDSCAPE ARCHITECTS PLANS FOR DETAILS.

1. EARTHWORKS NOTES ARE TO BE READ IN CONJUNCTION WITH THE GENERAL AND COORDINATION NOTES.
2. EARTHWORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH PROCEDURES SET DOWN IN AS3798 'GUIDELINES ON EARTHWORKS FOR COMMERCIAL AND RESIDENTIAL DEVELOPMENTS'.
3. BULK EARTHWORKS INCLUDING CLEARING, FILLING AND TESTING, ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE CURRENT COUNCIL STANDARDS DRAWINGS AND SPECIFICATIONS. COUNCIL STANDARDS SUPERSEDE ANY NOTES OR SPECIFICATIONS WRITTEN ON THE DESIGN DRAWINGS.
4. BULK EARTHWORKS LEVELS SHALL BE DETERMINED RELATIVE TO THE FINISHED SURFACE LEVELS. REFER TO ARCHITECTURAL DRAWINGS FOR SLAB LEVELS, TO STRUCTURAL ENGINEERS DRAWINGS FOR BUILDING AND PATH SLAB THICKNESS, AND TO CIVIL ENGINEERS DRAWINGS FOR EXTERNAL FINISHED SURFACE LEVELS AND EXTERNAL PAVEMENT THICKNESSES.
5. TOPSOIL SHALL BE STOCKPILED AS DIRECTED BY THE SUPERINTENDENT ON SITE.
6. PRIOR TO PLACEMENT OF ANY FILLING, ALL TOPSOIL AND ORGANIC MATERIAL IS TO BE REMOVED AND THE SUBGRADE SHALL BE UNIFORMLY COMPACTED TO THE MINIMUM DRY DENSITY RATIOS SHOWN IN NOTE 8. ANY SOFT SPOTS REVEALED BY COMPACTION SHALL BE REMOVED AS DIRECTED BY THE SUPERINTENDENT AND BACKFILLED WITH COMPACTED SELECT FILL.
7. MOISTURE CONTENT OF COMPACTED FILL SHOULD BE MAINTAINED WITHIN 2% OF OPTIMUM MOISTURE CONTENT.
8. FILL SHALL BE COMPACTED IN MAXIMUM 200mm THICK LAYERS (LOOSE THICKNESS) TO THE FOLLOWING MINIMUM DRY DENSITY RATIOS (STANDARD COMPACTION A.S.1289.5-1):
 - 8.A. UPPER 0.3m OF PAVEMENT SUBGRADE = 100%;
 - 8.B. UNDER BUILDINGS = 98%;
 - 8.C. GENERAL FILL = 95%.
9. ALL FILL MATERIAL PLACED ON THE SITE SHALL COMPRISE ONLY NATURAL EARTH AND ROCK, AND IS TO BE FREE OF CONTAMINANTS (AS DEFINED BY SECTION 11 OF THE ENVIRONMENTAL PROTECTION ACT 1994), NOXIOUS, HAZARDOUS, DELETERIOUS AND ORGANIC MATERIALS. NO DEMOLITION MATERIAL IS TO BE USED. SUITABLE FILL MATERIAL IS DEEMED TO COMPLY WITH THE REQUIREMENTS OF CLAUSE 4.3 OF AS3798, 'GUIDELINES ON EARTHWORKS FOR COMMERCIAL AND RESIDENTIAL DEVELOPMENTS'.
10. IMPROVED FILL SHALL COMPLY WITH THE FOLLOWING:
 - 10.A. SOAKED CBR = MINIMUM OF 15%;
 - 10.B. LIQUID LIMIT = 30% MAX;
 - 10.C. PLASTICITY INDEX = 15% MAX;
 - 10.D. MAXIMUM AGGREGATE SIZE = 75mm;
 - 10.E. PASSING 0.075mm SIEVE = 30% MAX;
 - 10.F. SHRINK/SWELL INDEX = 1.0% MAX.
11. THE CONTRACTOR IS TO ENGAGE, AT THEIR EXPENSE, AN APPROVED NATA REGISTERED LABORATORY TO CARRY OUT SITE CONTROL TO 'LEVEL 1' STANDARD AS SET OUT IN APPENDIX B OF AS3798-2007 'GUIDELINES ON EARTHWORKS FOR COMMERCIAL AND RESIDENTIAL DEVELOPMENTS' AND PROVIDE A 'LEVEL 1' REPORT ON COMPLETION OF EARTHWORKS.

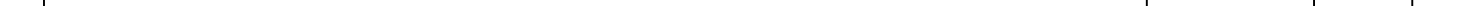


1. DRAINAGE NOTES ARE TO BE READ IN CONJUNCTION WITH THE GENERAL AND COORDINATION NOTES.
2. CONTRACTOR IS TO CHECK THAT THE PROPOSED PIPE WORKS DO NOT CLASH WITH EXISTING SERVICES PRIOR TO ANY TRENCH EXCAVATION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IF ANY CLASHES ARE FOUND FOR ADVICE ON ANY DESIGN REQUIREMENTS.
3. STRUCTURES HAVE BEEN DESIGNED FOR OPERATIONAL LOADS ONLY. THE CONTRACTOR IS RESPONSIBLE FOR THE ASSESSMENT OF CONSTRUCTION LOADS AND PROVISION OF ANY TEMPORARY BRACING, PROPPING, ETC. REQUIRED DURING CONSTRUCTION. STRUCTURES SHALL BE MAINTAINED IN A STABLE CONDITION AND NO PART SHALL BE OVERSTRESSED.
4. ALL TRENCH EXCAVATIONS AND CONSTRUCTION IS TO BE IN ACCORDANCE WITH THE WORKPLACE HEALTH AND SAFETY 1989 AS AMENDED AND THE MINE REGULATIONS ACT.
5. ALL TRENCHES IN TRAFFICABLE AND NON TRAFFICABLE ZONES SHALL BE BACKFILLED TO DENSITY RATIOS, FREQUENCIES AND LAYER INTERVALS IN ACCORDANCE WITH THE CURRENT COUNCIL STANDARDS. ALL TEST RESULTS SHALL BE FORWARDED TO THE SUPERINTENDENT AS THEY BECOME AVAILABLE.
6. ALL PRECAST CONCRETE PIPES ARE TO BE MANUFACTURED IN ACCORDANCE WITH AS 4058. STORMWATER PIPES SHALL BE TO FOLLOWING CLASSES U.N.O.
 - 6.A. REINFORCED CONCRETE PIPES (RCP) = CLASS 2;
 - 6.B. FIBRE REINFORCED PIPES (FRC) = CLASS 2;
 - 6.C. uPVC = CLASS 'SEH'.
7. ALL RCP PIPES SHALL HAVE THE FOLLOWING JOINTS U.N.O.
 - 7.A. RCP <=600 DIA = RUBBER RING JOINTED (RRJ);
 - 7.B. RCP >600 DIA = FLUSH JOINTED (FJ).
8. ROOFWATER PIPES SHALL BE uPVC PIPES CLASS 'SH' U.N.O.
9. REFER TO STORMWATER LONGITUDINAL SECTIONS FOR ALL STRUCTURE TYPES, SIZES, LEVELS AND GRATE TYPES. GRATES SHALL BE TRAFFICABLE CLASS 'D' U.N.O.
10. MANHOLE AND FIELD INLET ACCESS SHALL BE INSTALLED AS DESCRIBED BELOW IN ACCORDANCE WITH AS1657:
 - 10.A. GULLY/FIELD INLETS >1.35m DEPTH: STEP IRONS;
 - 10.B. MANHOLES 0.850m-3.0m DEPTH: STEP IRONS;
 - 10.C. MANHOLES >3.0m DEPTH: FIXED ACCESS LADDER.
11. TEST CERTIFICATES AND MATERIAL CERTIFICATION DOCUMENTATION IS REQUIRED FOR ALL PIPES, FITTINGS, BOX CULVERTS AND OTHER PRECAST CONCRETE PRODUCTS.
12. ALL STORMWATER SETOUT IS TO CENTRE OF STRUCTURE U.N.O.

1. REFER TO ELECTRICAL CONSULTANTS DRAWINGS FOR ELECTRICAL RETICULATION SETOUT.
2. REFER TO LANDSCAPE ARCHITECTS DRAWINGS FOR SOIL STABILISATION AND PLANTING DETAILS.
3. REFER TO SERVICE AUTHORITY FOR LOCATION AND CONSTRUCTION REQUIREMENTS APPLICABLE TO EXISTING SERVICES

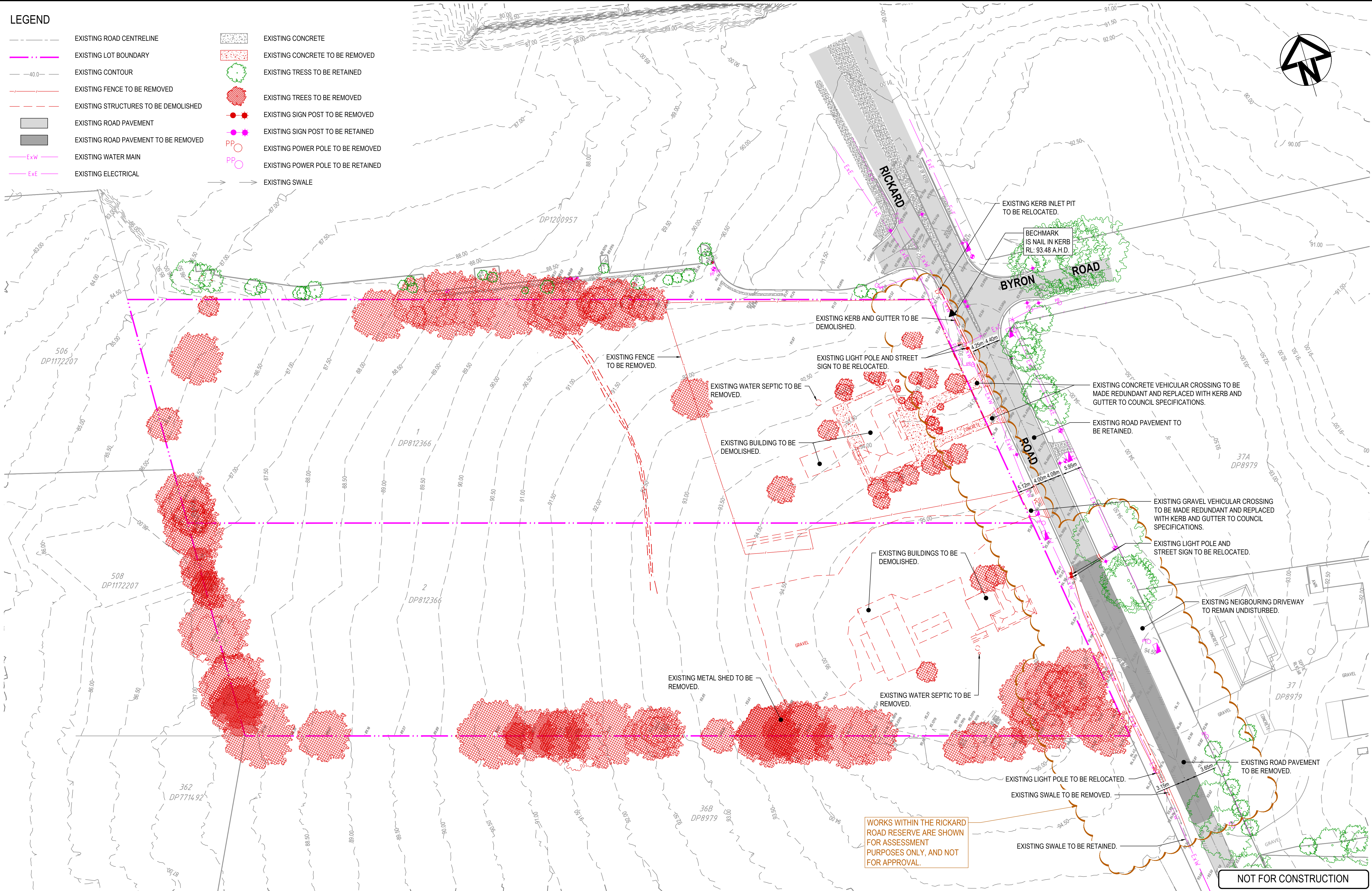
1. EROSION & SEDIMENT CONTROL (ESC) NOTES ARE TO BE READ IN CONJUNCTION WITH THE GENERAL AND COORDINATION NOTES.
2. ALL ESC MEASURES SHALL BE IN ACCORDANCE WITH CURRENT COUNCIL STANDARDS, DRAWINGS AND SPECIFICATIONS U.N.O.
3. CONSTRUCTION OF ALL SEDIMENT CONTROL MANAGEMENT DEVICES SHALL BE TO THE SATISFACTION OF THE SUPERINTENDENT. THE CONTRACTOR IS TO FOLLOW THE CONSTRUCTION PHASE AS OUTLINED:
 - 3.A. CONSTRUCTION OF EROSION AND SEDIMENT DEVICES;
 - 3.B. STRIPPING TOPSOIL;
 - 3.C. BULK EARTHWORKS;
 - 3.D. SERVICES, BUILDING, PAVEMENT AND ROAD CONSTRUCTION;
 - 3.E. LANDSCAPED AREAS TO BE TOPSOILED, TURFED, MULCHED OR PLANTED.
4. THE CONTRACTOR IS TO PROVIDE A CONSTRUCTION TRAFFIC SHAKEDOWN DEVICE AT ALL RELEVANT POINTS OF EXIT FROM THE SITE. THE CONTRACTOR SHALL CLEAN OUT AND MAINTAIN THE SHAKEDOWN DEVICE REGULARLY TO ENSURE EFFICIENT OPERATION.
5. THE CONTRACTOR SHALL PROVIDE SILT FENCES IMMEDIATELY DOWNSTREAM OF ANY SOIL STOCKPILES.
6. BOTH TEMPORARY AND PERMANENT ESC MEASURES SHALL BE MAINTAINED AT A SUITABLE LEVEL/CONDITION THROUGHOUT CONSTRUCTION TO THE SATISFACTION OF THE SUPERINTENDENT.
7. ALL TEMPORARY ESC MEASURES SHALL BE MAINTAINED AND FULLY OPERATIONAL DURING THE CONSTRUCTION AND MAINTENANCE PERIOD, AND ARE TO BE REMOVED AFTER THE SATISFACTORY COMPLETION OF AN 'OFF MAINTENANCE' INSPECTION BY THE SUPERINTENDENT.
8. ALL ESC MEASURES ARE TO BE INSPECTED AT LEAST DAILY, PRIOR TO EXPECTED RAINFALL AND AFTER RAINFALL. ANY DAMAGE OR EXCESS EROSION/SEDIMENT IS TO BE REPAIRED/MANAGED AS REQUIRED TO MAINTAIN CONTROL DEVICES.
9. ALL ESC MEASURES MUST SUIT THE PREVAILING CLIMATE/WEATHER CONDITIONS AT THE TIME OF CONSTRUCTION.
10. THE CONTRACTOR IS TO ENSURE THE SUPPRESSION OF DUST AT ALL TIMES DURING THE CONSTRUCTION AND MAINTENANCE PERIOD OF THE DEVELOPMENT. ENVIRONMENTAL HARM AND NUISANCE FROM DUST IS TO BE PREVENTED. ACCEPTABLE METHODS INCLUDE:
 - 10.A. WATERING;
 - 10.B. PROMOTING VEGETATION IN WIND EROSION PRONE AREAS;
 - 10.C. CONSTRUCTING WIND BREAKS;
 - 10.D. MULCHING.
11. THE CONTRACTORS VEHICLES & PLANT SHALL NOT OPERATE OUTSIDE THE LIMITS OF THE IMMEDIATE CONSTRUCTION AREA AND ARE RESTRICTED FROM CROSSING OR DISTURBING AREAS NOT SUBJECT TO CONSTRUCTION.
12. ANY WATER TRAPPED WITHIN THE TEMPORARY SEDIMENT BASIN IS TO BE REGULARLY TESTED DURING THE COURSE OF CONSTRUCTION. REFER TO WATER QUALITY MONITORING TABLE FOR DETAILS.
13. ALL DISTURBED GROUND IS TO BE GRASS SEEDDED TO PREVENT EROSION IF THE DISTURBED GROUND IS TO BE LEFT "OPEN" FOR A PERIOD GREATER THAN ONE (1) MONTH.

DESCRIPTION	PROPOSED	EXISTING	FUTURE
STORMWATER PIPELINE			
STORMWATER DRAINAGE PITS			
DRAINAGE LINE No. 3 DRAINAGE PIT No. 10			
CONCRETE HEADWALL			
SUBSOIL DRAIN			
150mm KERB AND GUTTER			
ROLL KERB AND GUTTER			
KERB ONLY			
EDGE STRIP			
MOUNTABLE KERB			
DISH CROSSING			
VEHICULAR CROSSING			
PEDESTRIAN RAMP			
EDGE OF BITUMEN			
ROAD PAVEMENT			
BATTERS			
CONCRETE PATHWAY			
CONTOURS			
SITE REGRADING AREA			
SERVICE LINES SEWER, GAS, WATER, ELECTRICITY			
COMMUNICATION LINES TELSTRA, FIBRE OPTIC, NBN			
OVER HEAD LINES AND POLES			
SERVICE PITS TELECOM PIT, ACCESS CHAMBER, HYDRANT, STOP VALVE, AIR VALVE			
LIMIT OF ROAD CONSTRUCTION			
STAGE BOUNDARY			
FENCE POST AND RAIL FENCE SECURITY FENCE			
RETAINING WALL			
ROCK WALL			
ROOF WATER OUTLET TO KERB			
ROOF WATER OUTLET TO BACK OF PIT			

				Certification By: Dr. Mohit Chavha B.E., M.E. (Res), Ph.D., F.I.E. Ass., CPEng., Civil & Structural Engineer		Client LEPPINGTON (1) 88 DEVELOPMENT PTY LTD		Council 		Scale 		Project 173 -183 RICKARD ROAD, LEPPINGTON PROPOSED COMMERCIAL MIXED USE DEVELOPMENT CIVIL ENGINEERING PLANS STATE SIGNIFICANT DEVELOPMENT APPLICATION		Drawing Title GENERAL NOTES & LEGEND			
A ISSUE FOR STATE SIGNIFICANT DEVELOPMENT APPLICATION				02/06/2026 S.A.F. J.A.B.													
Issue	Description	Date	Design	Checked													
																	

LEGEND

- EXISTING ROAD CENTRELINE
- EXISTING LOT BOUNDARY
- EXISTING CONTOUR
- EXISTING FENCE TO BE REMOVED
- EXISTING STRUCTURES TO BE DEMOLISHED
- EXISTING ROAD PAVEMENT
- EXISTING ROAD PAVEMENT TO BE REMOVED
- EXISTING WATER MAIN
- EXISTING ELECTRICAL
- EXISTING CONCRETE
- EXISTING CONCRETE TO BE REMOVED
- EXISTING TRESS TO BE RETAINED
- EXISTING TREES TO BE REMOVED
- EXISTING SIGN POST TO BE REMOVED
- EXISTING SIGN POST TO BE RETAINED
- EXISTING POWER POLE TO BE REMOVED
- EXISTING POWER POLE TO BE RETAINED
- EXISTING SWALE



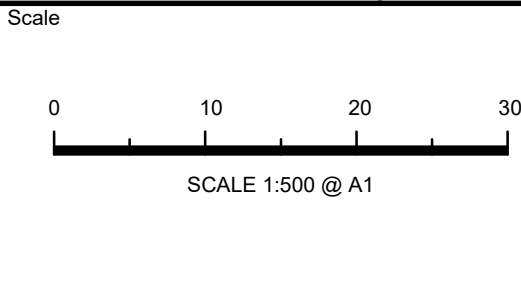
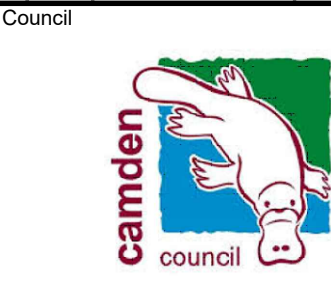
WORKS WITHIN THE RICKARD ROAD RESERVE ARE SHOWN FOR ASSESSMENT PURPOSES ONLY, AND NOT FOR APPROVAL.

NOT FOR CONSTRUCTION

A	ISSUE FOR STATE SIGNIFICANT DEVELOPMENT APPLICATION	02/06/2026	S.A.F.	J.A.B.
Issue	Description	Date	Design	Checked
1cm at full size		10cm		20cm

Certification By Dr. Michel Chaya
B.E., M.E. (Res), Ph.D., F.I.E. Aust., CPEng,
Civil & Structural Engineer

Client
**LEPPINGTON (1)
88 DEVELOPMENT
PTY LTD**



TELFORD CIVIL
CONSULTING CIVIL & STORMWATER ENGINEERS
Level 14, 32 Smith Street,
Parramatta NSW 2150
PO BOX 3579 Parramatta 2124
Email : info@telfordcivil.com.au
Phone : 02 7809 4931
Trading As : Telford Consulting Pty Ltd

Project
**173 -183 RICKARD ROAD, LEPPINGTON
PROPOSED COMMERCIAL MIXED USE DEVELOPMENT
CIVIL ENGINEERING PLANS
STATE SIGNIFICANT DEVELOPMENT APPLICATION**

Drawing Title EXISTING SERVICES AND DEMOLITION PLAN			
Scale 1:500	A1	Project No. 23629	Dwg. No. 002
			Issue A

LEGEND

- EXISTING LOT BOUNDARY

PROPOSED LOT BOUNDARY

EXISTING ROAD PAVEMENT

ROAD PAVEMENT SHOWN FOR ASSESSMENT PURPOSES ONLY

PROPOSED CONCRETE RETAINING WALL

EXISTING CONTOURS

DESIGN CONTOURS

EXTENT OF WORK

SEDIMENT FENCE (SD 6-8)
- CUT AREA

FILL AREA

STABILIZED ACCESS POINT

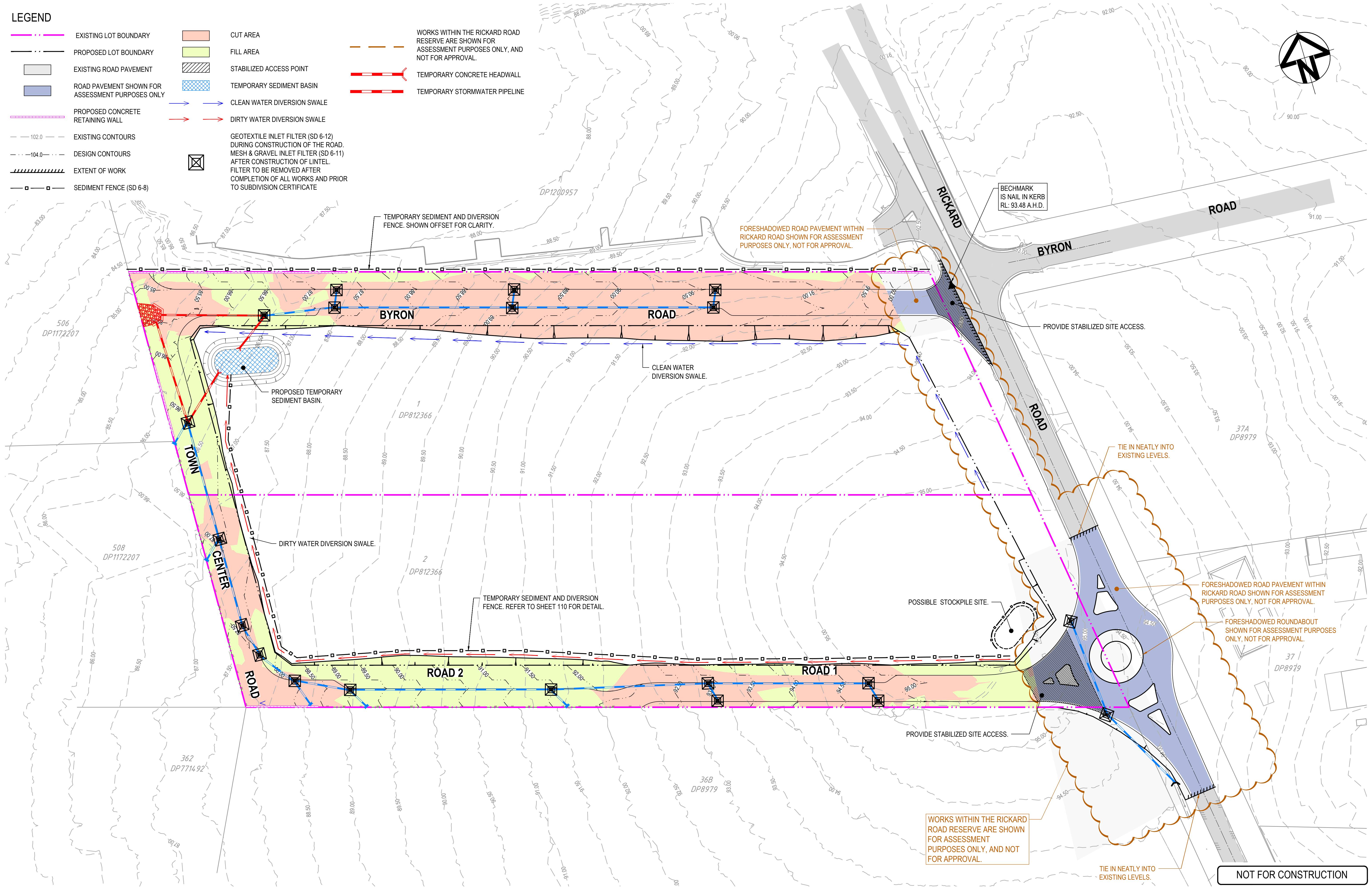
TEMPORARY SEDIMENT BASIN

CLEAN WATER DIVERSION SWALE

DIRTY WATER DIVERSION SWALE
- WORKS WITHIN THE RICKARD ROAD RESERVE ARE SHOWN FOR ASSESSMENT PURPOSES ONLY, AND NOT FOR APPROVAL.

TEMPORARY CONCRETE HEADWALL

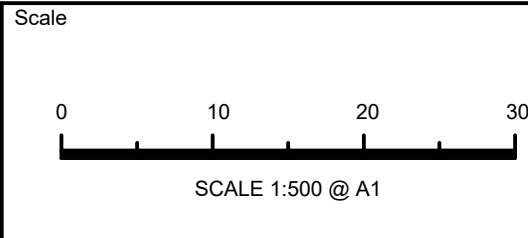
TEMPORARY STORMWATER PIPELINE
- GEOTEXTILE INLET FILTER (SD 6-12) DURING CONSTRUCTION OF THE ROAD. MESH & GRAVEL INLET FILTER (SD 6-11) AFTER CONSTRUCTION OF LINTEL. FILTER TO BE REMOVED AFTER COMPLETION OF ALL WORKS AND PRIOR TO SUBDIVISION CERTIFICATE



																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										</
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	----

Certification By: Dr. Michel Chavaya
B.E., M.E. (Res), Ph.D., F.I.E. Aust., CPEng,
Civil & Structural Engineer

Client
**LEPPINGTON (1)
88 DEVELOPMENT
PTY LTD**



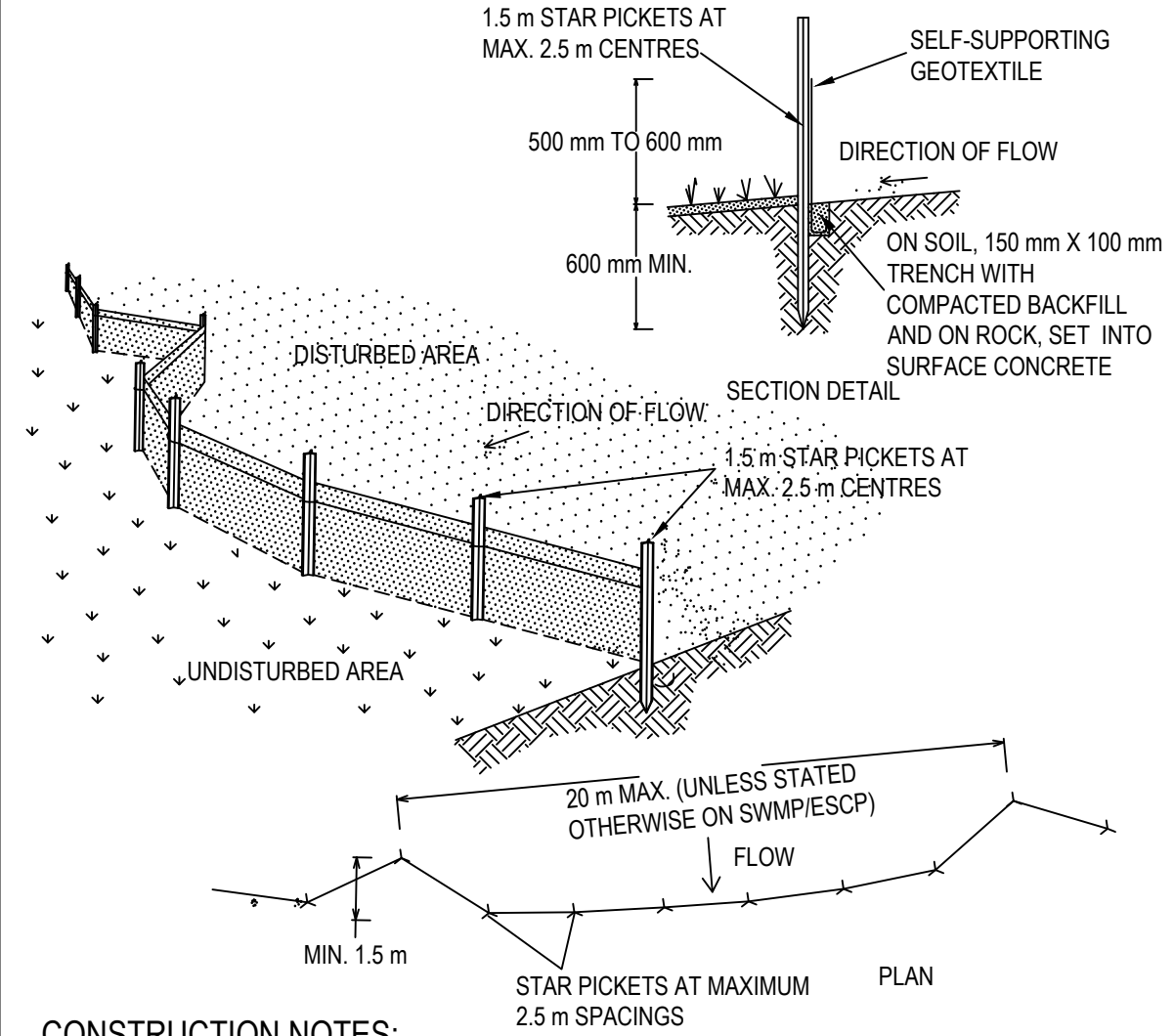
TELFORD CIVIL
CONSULTING CIVIL & STORMWATER ENGINEERS

Level 14, 32 Smith Street,
Parramatta NSW 2150
PO BOX 3579 Parramatta 2124

Email : info@telfordcivil.com.au
Phone : 02 7809 4931
Trading As : Telford Consulting Pty Ltd

Project
**173 -183 RICKARD ROAD, LEPPINGTON
PROPOSED COMMERCIAL MIXED USE DEVELOPMENT
CIVIL ENGINEERING PLANS
STATE SIGNIFICANT DEVELOPMENT APPLICATION**

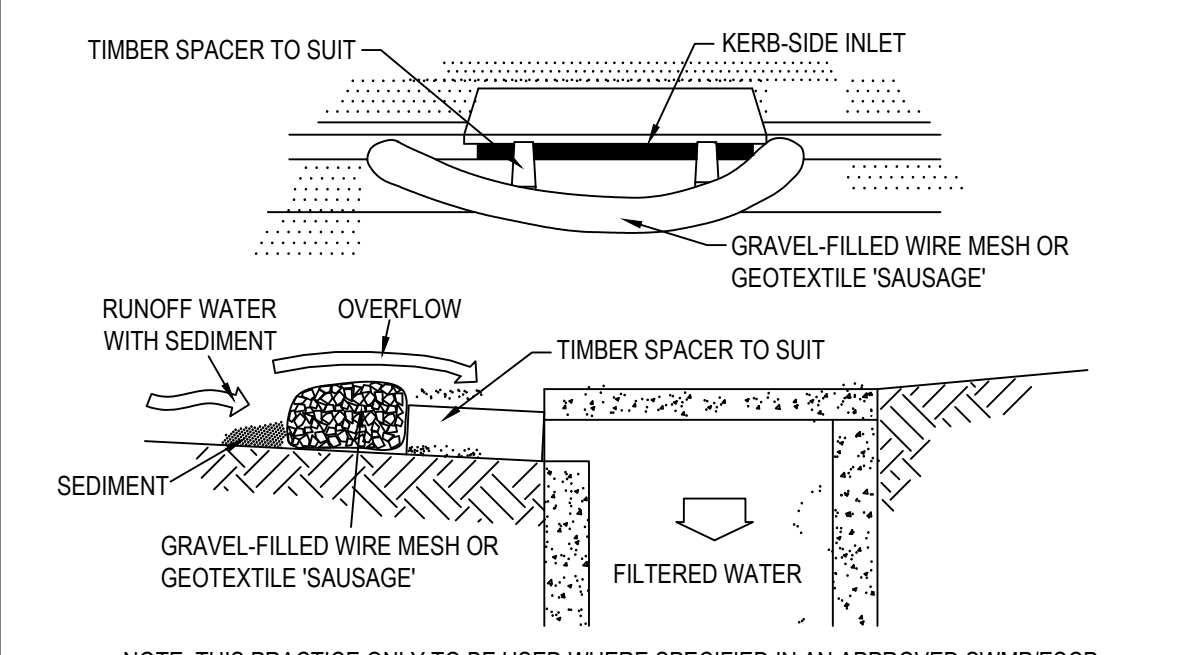
Drawing Title EROSION AND SEDIMENT CONTROL PLAN			
Scale 1:500	A1	Project No. 23629	Dwg. No. 101
		Issue A	



CONSTRUCTION NOTES:

1. CONSTRUCT SEDIMENT FENCES AS CLOSE AS POSSIBLE TO BEING PARALLEL TO THE CONTOURS OF THE SITE, BUT WITH SMALL RETURNS AS SHOWN IN THE DRAWING TO LIMIT THE CATCHMENT AREA OF ANY ONE SECTION. THE CATCHMENT AREA SHOULD BE SMALL ENOUGH TO LIMIT WATER FLOW IF CONCENTRATED AT ONE POINT TO 50 LITRES PER SECOND IN THE DESIGN STORM EVENT, USUALLY THE 10-YEAR EVENT.
2. CUT A 150mm DEEP TRENCH ALONG THE UPSLOPE LINE OF THE FENCE FOR THE BOTTOM OF THE FABRIC TO BE ENTRENCHED.
3. DRIVE 1.5 METRE LONG STAR PICKETS INTO GROUND AT 2.5m INTERVALS (MAX) AT THE DOWNSLOPE EDGE OF THE TRENCH. ENSURE ANY STAR PICKETS ARE FITTED WITH SAFETY CAPS.
4. FIX SELF-SUPPORTING GEOTEXTILE TO THE UPSLOPE SIDE OF THE POSTS ENSURING IT GOES TO THE BASE OF THE TRENCH. FIX THE GEOTEXTILE WITH WIRE TIES OR AS RECOMMENDED BY THE MANUFACTURER. ONLY USE GEOTEXTILE SPECIFICALLY PRODUCED FOR SEDIMENT FENCING. THE USE OF SHADE CLOTH FOR THIS PURPOSE IS NOT SATISFACTORY.
5. JOIN SECTIONS OF FABRIC AT A SUPPORT POST WITH A 150mm OVERLAP.
6. BACKFILL THE TRENCH OVER THE BASE OF THE FABRIC AND COMPACT IT THOROUGHLY OVER THE GEOTEXTILE.

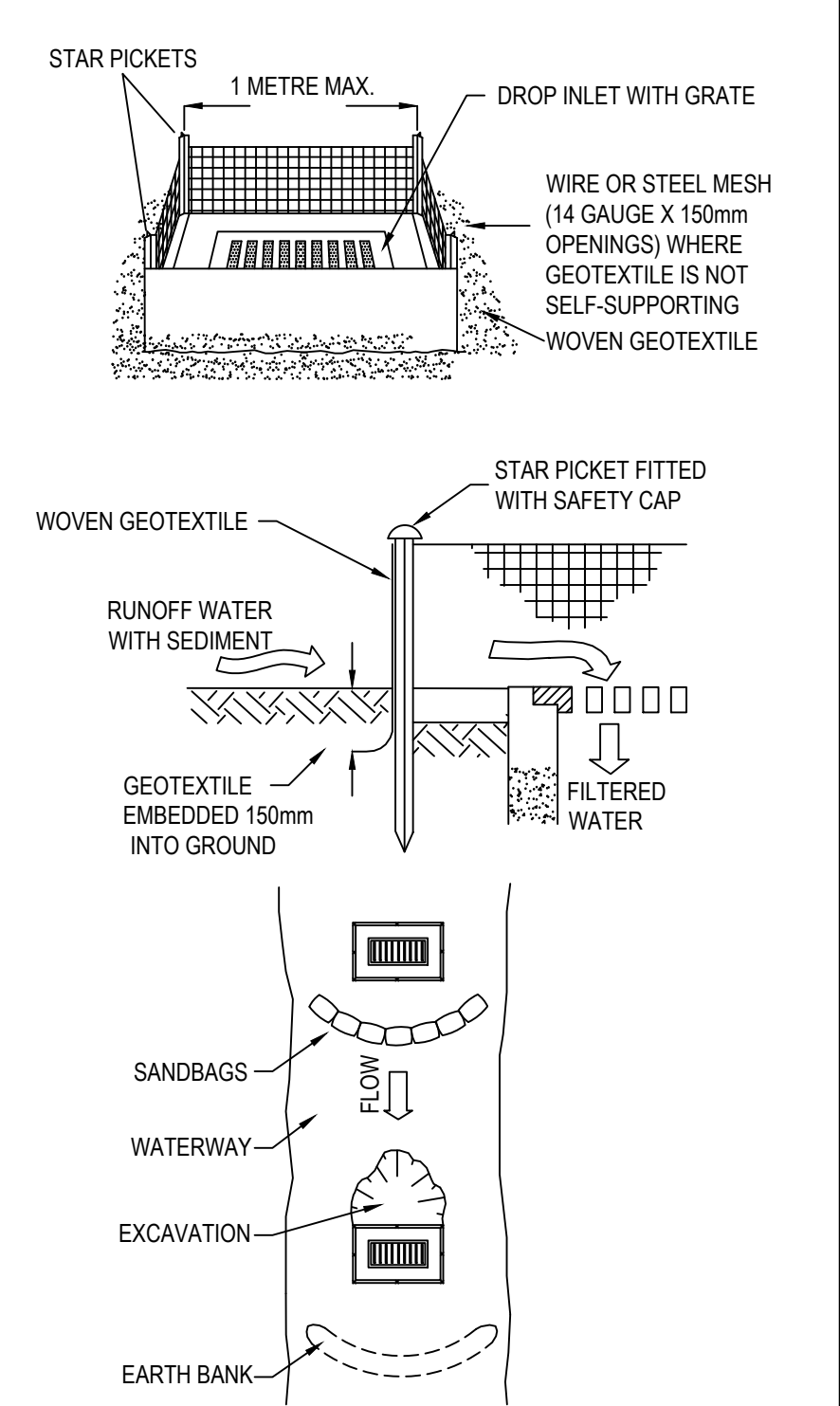
SEDIMENT FENCE SD 6-8



CONSTRUCTION NOTES:

1. INSTALL FILTERS TO KERB INLETS ONLY AT SAG POINTS.
2. FABRICATE A SLEEVE MADE FROM GEOTEXTILE OR WIRE MESH LONGER THAN THE LENGTH OF THE INLET PIT AND FILL IT WITH 25mm TO 50mm GRAVEL.
3. FORM AN ELLIPTICAL CROSS-SECTION ABOUT 150mm HIGH X 400mm WIDE.
4. PLACE THE FILTER AT THE OPENING LEAVING AT LEAST A 100mm SPACE BETWEEN IT AND THE KERB INLET. MAINTAIN THE OPENING WITH SPACER BLOCKS.
5. FORM A SEAL WITH THE KERB TO PREVENT SEDIMENT BYPASSING THE FILTER.
6. SANDBAGS FILLED WITH GRAVEL CAN SUBSTITUTE FOR THE MESH OR GEOTEXTILE PROVIDING THEY ARE PLACED SO THAT THEY FIRMLY ABUT EACH OTHER AND SEDIMENT-LADEN WATERS CANNOT PASS BETWEEN.

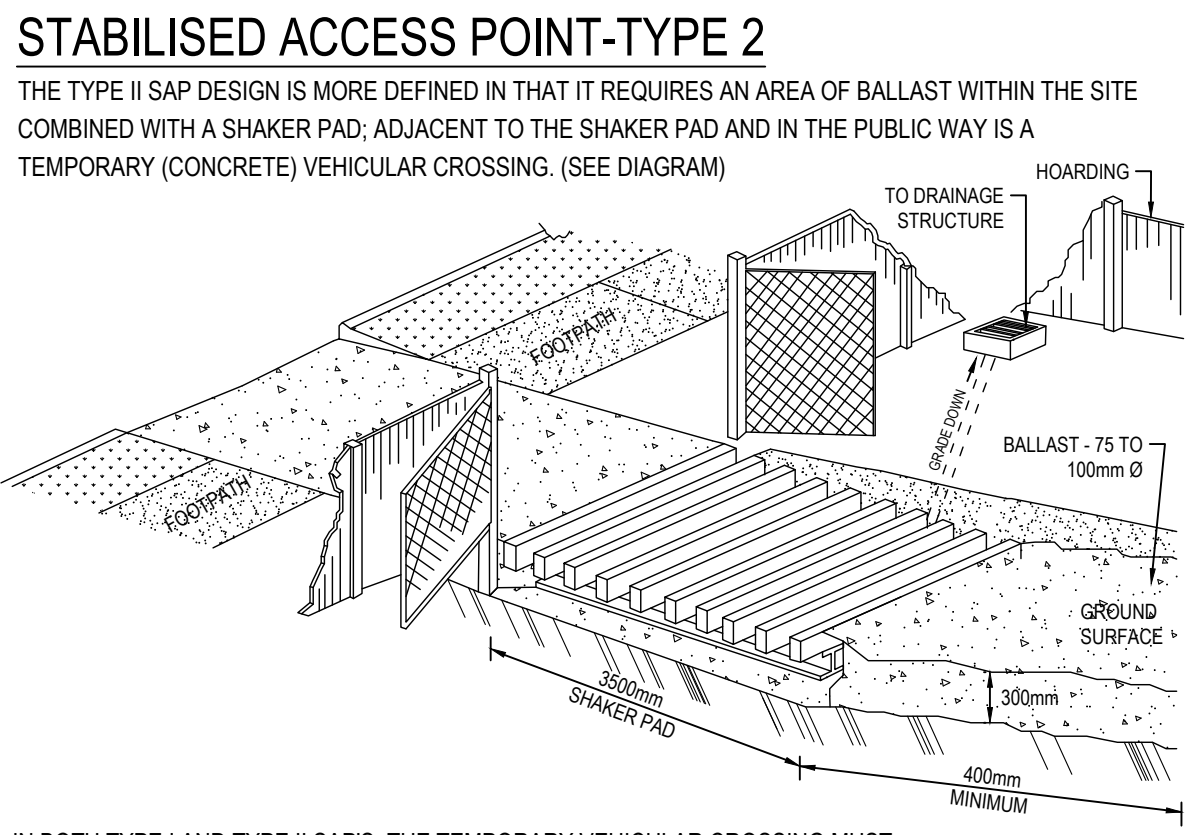
MESH AND GRAVEL INLET FILTER SD 6-11



CONSTRUCTION NOTES:

1. FABRICATE A SEDIMENT BARRIER MADE FROM GEOTEXTILE OR STRAW BALES.
2. FOLLOW STANDARD DRAWING 6-7 AND STANDARD DRAWING 6-8 FOR INSTALLATION PROCEDURES FOR THE STRAW BALES OR GEOFABRIC. REDUCE THE PICKET SPACING TO 1m CENTRES.
3. IN WATERWAYS, ARTIFICIAL SAG POINTS CAN BE CREATED WITH SANDBAGS OR EARTH BANKS AS SHOWN IN THE DRAWING.
4. DO NOT COVER THE INLET WITH GEOTEXTILE UNLESS THE DESIGN IS ADEQUATE TO ALLOW FOR ALL WATERS TO BYPASS IT.

GEOTEXTILE INLET FILTER SD 6-12



CONSTRUCTION NOTES:

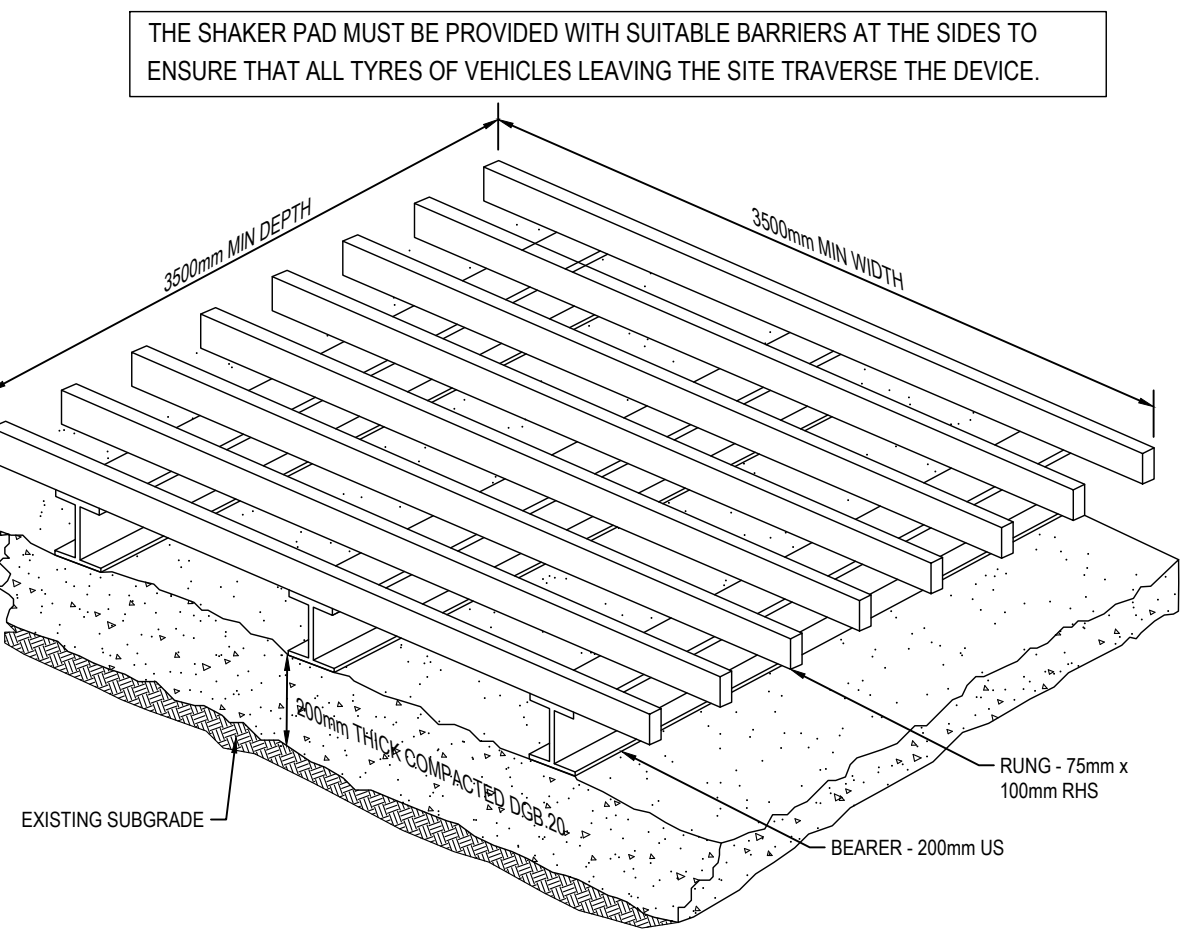
1. IN BOTH TYPE I AND TYPE II SAP'S, THE TEMPORARY VEHICULAR CROSSING MUST:
 - CONNECT TO AN EXISTING GUTTER LAYBACK (WHERE THE KERB AND GUTTER EXIST). IF A GUTTER LAYBACK DOES NOT EXIST, THEN THE CONNECTION MUST BE MADE TO THE GUTTER BY REMOVING THE ADJACENT KERB SECTION ONLY.
 - CONNECT TO A DISH CROSSING (WHERE KERB AND GUTTER DOES NOT EXIST). IF A DISH CROSSING DOES NOT EXIST, THEN IT MUST BE CONSTRUCTED IN ACCORDANCE WITH DETAILS CONTAINED IN COUNCIL'S ISSUED FOOTPATH CROSSING LEVELS.

SHAKER PAD (CATTLE GRID)

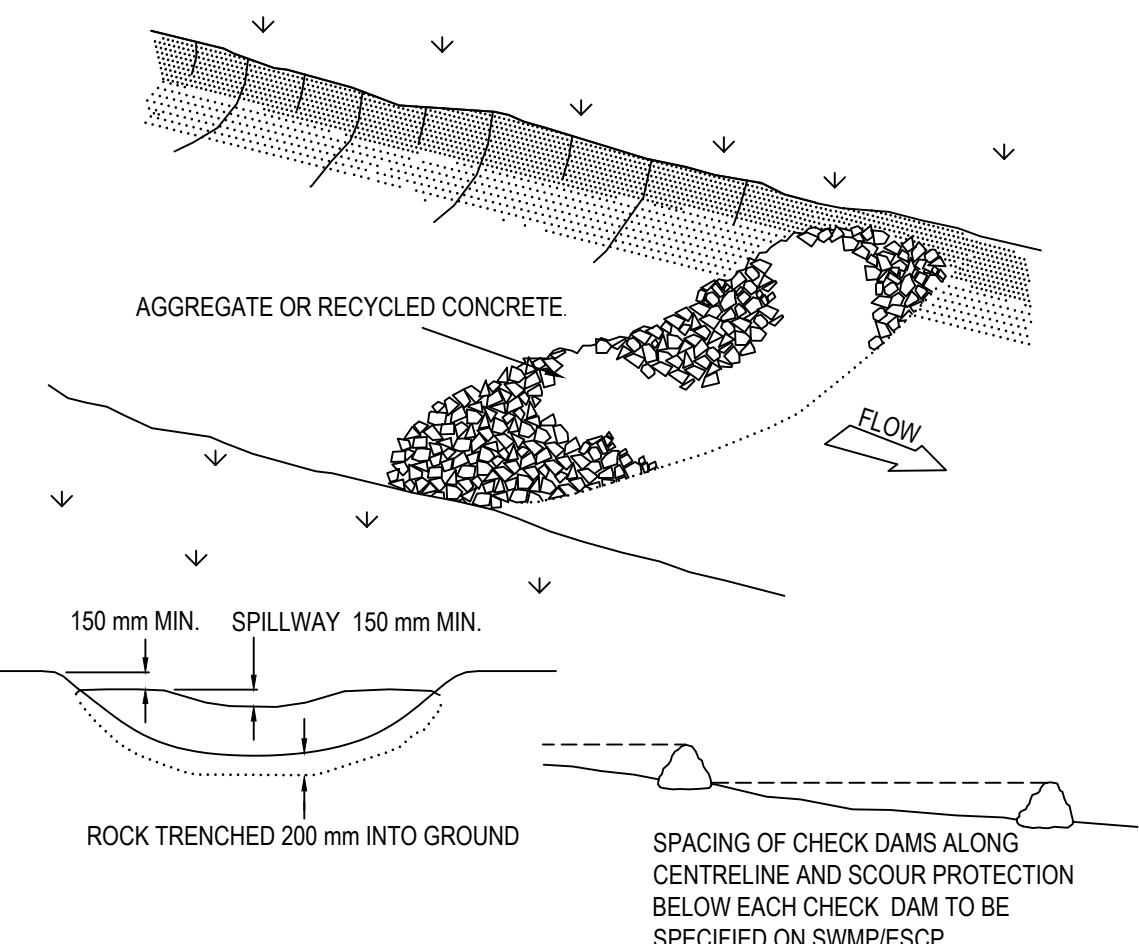
A CORRECTLY DESIGNED AND INSTALLED SHAKER PAD WILL ASSIST IN PREVENTING SEDIMENT TRANSFER FROM A SITE. ANY STABILISED ACCESS POINT (SAP) CAN BE DESIGNED WITH A SHAKER PAD (COMPULSORY IN TYPE II SAP'S).

SHAKER PADS CAN BE DESIGNED AND CONSTRUCTED TO ENABLE RE-USE ON FUTURE PROJECTS.

- THE SHAKER PAD:
- MUST BE DESIGNED AND CERTIFIED BY A PRACTICING STRUCTURAL ENGINEER. THE CERTIFIED DESIGN SHOULD BE SUBMITTED WITH THE RELEVANT APPLICATION.
 - CAN BE CONSTRUCTED FROM ANY SUITABLE MATERIAL.
 - MUST BE LOCATED ON A SUITABLY PREPARED AND COMPACTED SUB-GRADE/BASE MATERIAL.
 - MUST BE SITUATED SUCH THAT THE RUNGS OF THE SHAKER PAD ARE LEVEL WITH THE ADJOINING NATURAL SURFACE.
 - MUST BE A MINIMUM OF 3.5m IN LENGTH.
 - MUST BE A MINIMUM OF 3.5m IN WIDTH.
 - MUST HAVE CLEAR SPACING BETWEEN RUNGS OF 200 - 250mm.
 - RUNGS MUST HAVE A MAXIMUM WIDTH (BEARING AREA) OF 75mm.
 - MUST HAVE A MINIMUM CLEAR DEPTH OF 300mm IE FROM THE TOP OF THE RUNG TO THE FINISHED SUB-GRADE/BASE LEVEL.



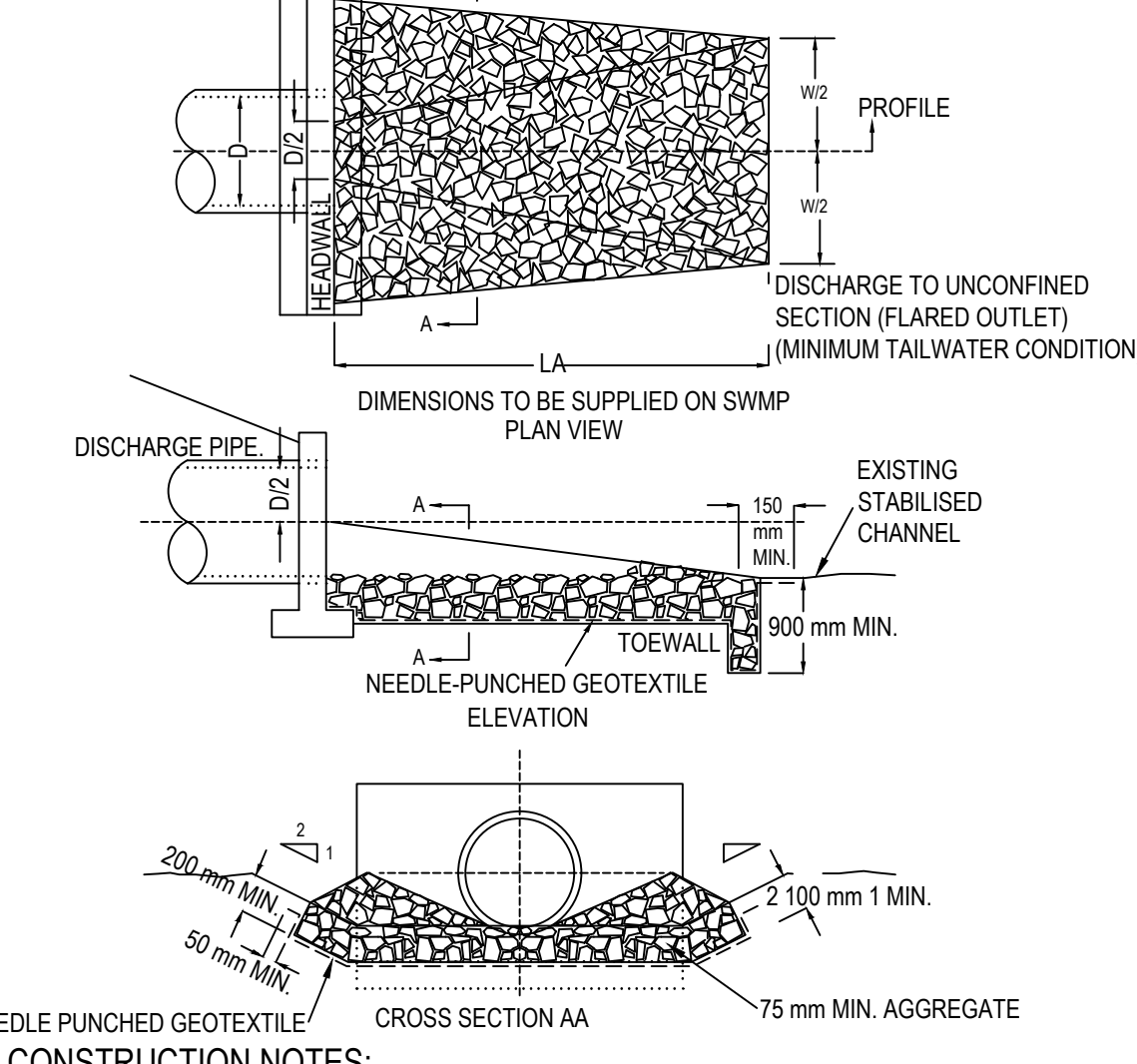
SHAKER PAD (CATTLE GRID) SD 6-13



CONSTRUCTION NOTES:

1. CHECK DAMS CAN BE BUILT WITH VARIOUS MATERIALS, INCLUDING ROCKS, LOGS, SANDBAGS AND STRAW BALES. THE MAINTENANCE PROGRAM SHOULD ENSURE THEIR INTEGRITY IS RETAINED, ESPECIALLY WHERE CONSTRUCTED WITH STRAW BALES. IN THE CASE OF BALES, THIS MIGHT REQUIRE THEIR REPLACEMENT EACH TWO TO FOUR MONTHS.
2. TRENCH THE CHECK DAM 200 mm INTO THE GROUND ACROSS ITS WHOLE WIDTH. WHERE ROCK IS USED, FILL THE TRENCHES TO AT LEAST 100 mm ABOVE THE GROUND SURFACE TO REDUCE THE RISK OF UNDERCUTTING.
3. NORMALLY, THEIR MAXIMUM HEIGHT SHOULD NOT EXCEED 600 mm ABOVE THE GULLY FLOOR. THE CENTRE SHOULD ACT AS A SPILLWAY, BEING AT LEAST 150 mm LOWER THAN THE OUTER EDGES.
4. SPACE THE DAMS SO THE TOE OF THE UPSTREAM DAM IS LEVEL WITH THE SPILLWAY OF THE NEXT DOWNSTREAM DAM.

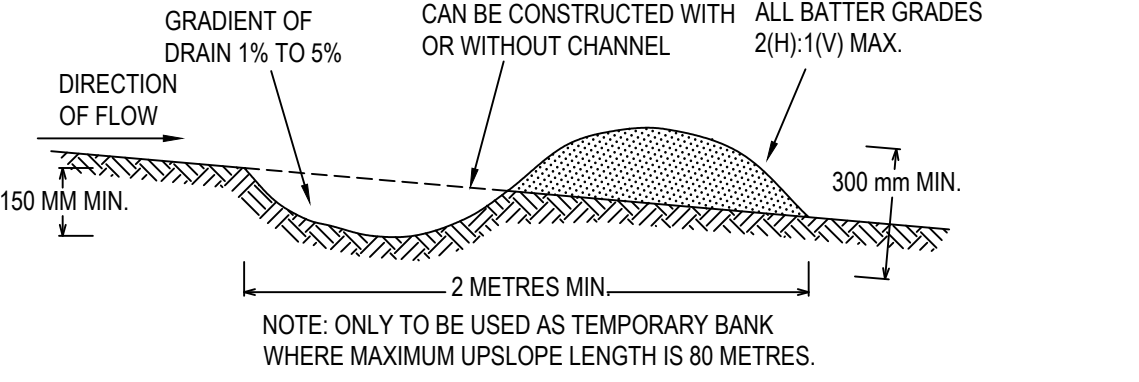
ROCK CHECK DAM SD 5-4



CONSTRUCTION NOTES:

1. COMPACT THE SUBGRADE FILL TO THE DENSITY OF THE SURROUNDING UNDISTURBED MATERIAL.
2. PREPARE A SMOOTH, EVEN FOUNDATION FOR THE STRUCTURE THAT WILL ENSURE THAT THE NEEDLE-PUNCHED GEOTEXTILE DOES NOT SUSTAIN SERIOUS DAMAGE WHEN COVERED WITH ROCK.
3. SHOULD ANY MINOR DAMAGE TO THE GEOTEXTILE OCCUR, REPAIR IT BEFORE SPREADING ANY AGGREGATE. FOR REPAIRS, PATCH ONE PIECE OF FABRIC OVER THE DAMAGE, MAKING SURE THAT ALL JOINTS AND PATCHES OVERLAP MORE THAN 300mm.
4. LAY ROCK FOLLOWING THE DRAWING, ACCORDING TO TABLE 5.2 OF LANDCOM (2004) AND WITH A MINIMUM DIAMETER OF 75mm.
5. ENSURE THAT ANY CONCRETE OR RIPRAP USED FOR THE ENERGY DISSIPATER OR THE OUTLET PROTECTION CONFORMS TO THE GRADING LIMITS SPECIFIED ON THE SWMP.

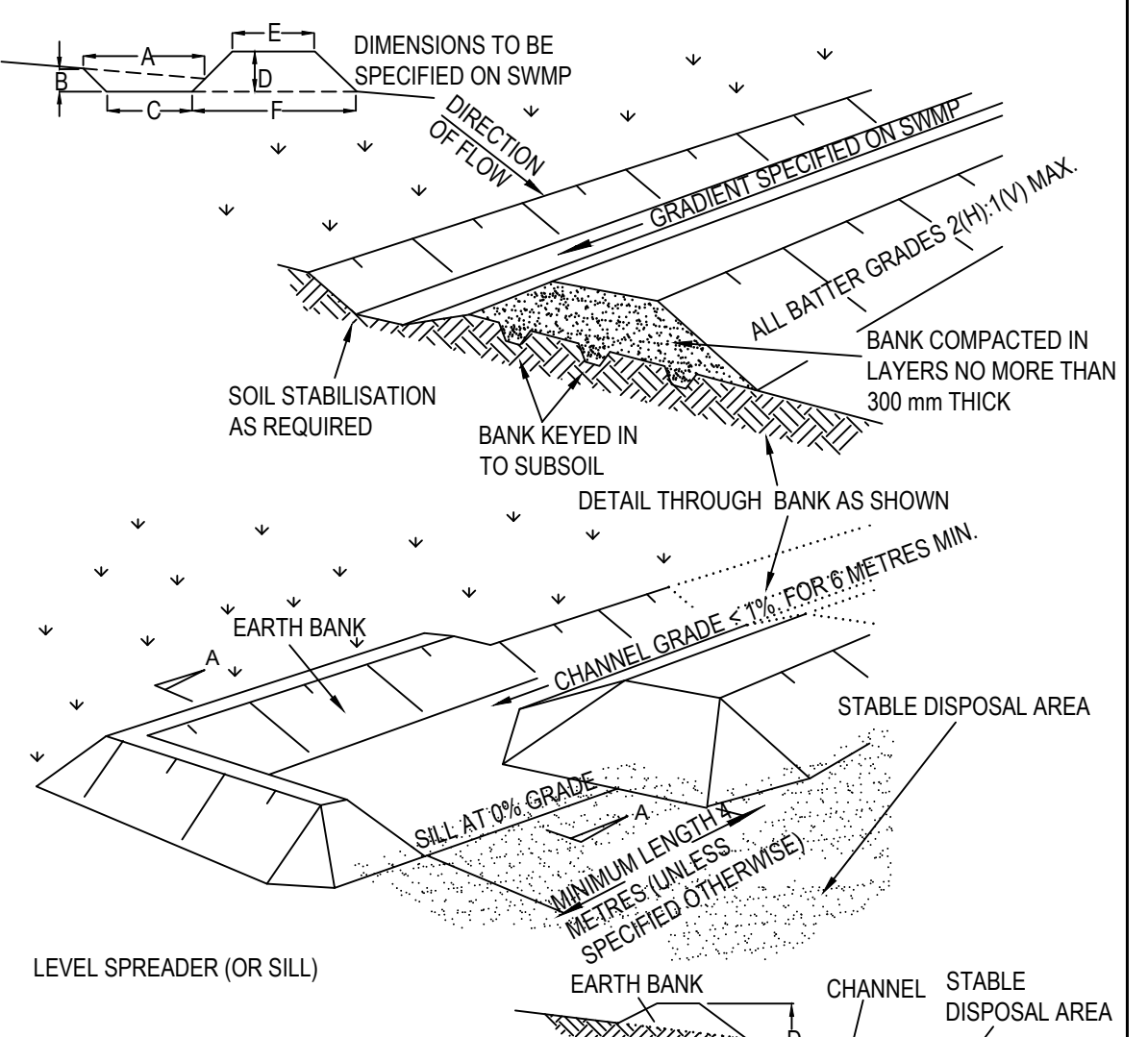
ENERGY DISSIPATER SD 5-8



CONSTRUCTION NOTES:

1. BUILD WITH GRADIENTS BETWEEN 1 PERCENT AND 5 PERCENT.
2. AVOID REMOVING TREES AND SHRUBS IF POSSIBLE - WORK AROUND THEM.
3. ENSURE THE STRUCTURES ARE FREE OF PROJECTIONS OR OTHER IRREGULARITIES THAT COULD IMPEDE WATER FLOW.
4. BUILD THE DRAINS WITH CIRCULAR, PARABOLIC OR TRAPEZOIDAL CROSS SECTIONS, NOT V SHAPED.
5. ENSURE THE BANKS ARE PROPERLY COMPACTED TO PREVENT FAILURE.
6. COMPLETE PERMANENT OR TEMPORARY STABILISATION WITHIN 10 DAYS OF CONSTRUCTION.

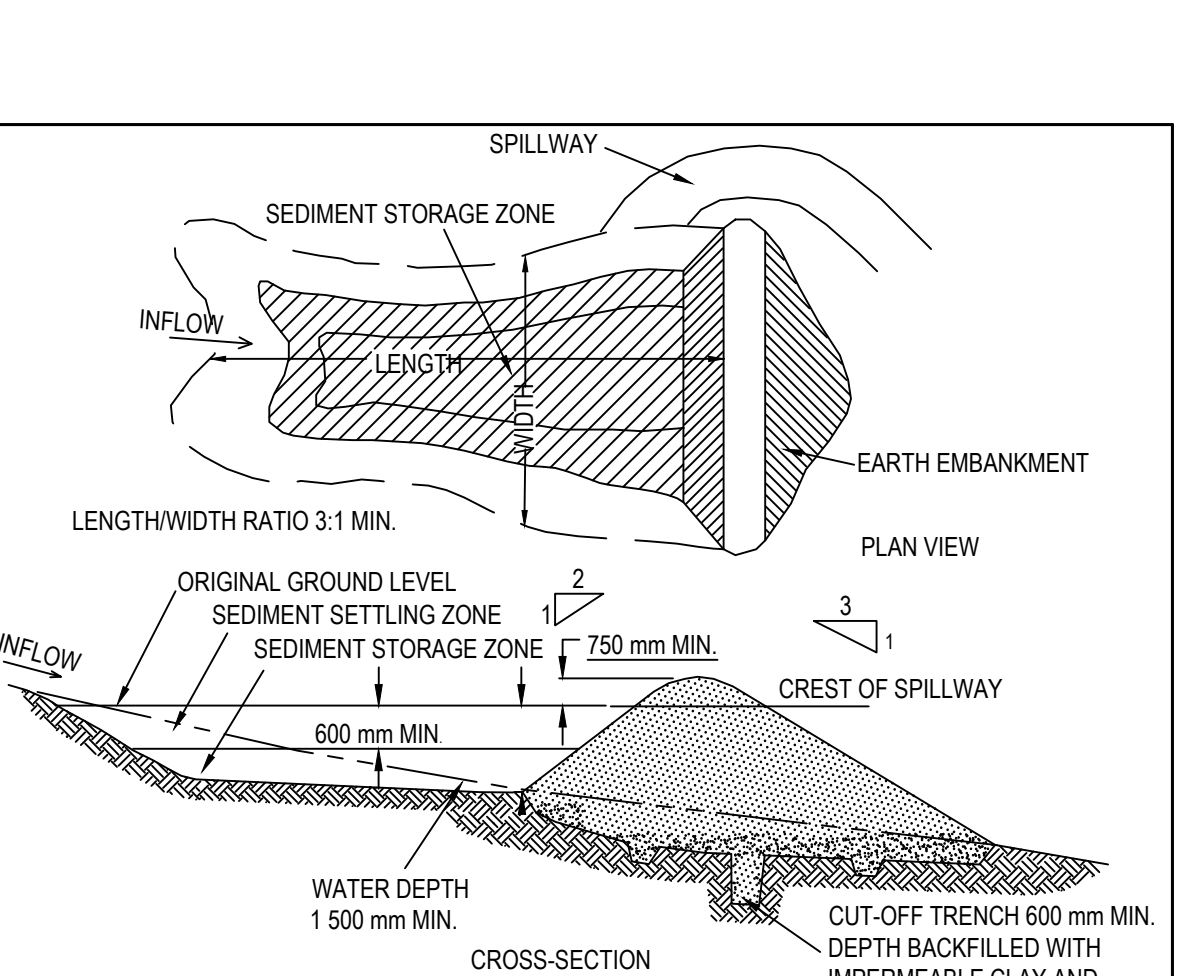
EARTH BANK (LOW FLOW) SD 5-5



CONSTRUCTION NOTES:

1. CONSTRUCT AT THE GRADIENT SPECIFIED ON THE ESCP OR SWMP NORMALLY BETWEEN 1% AND 5%.
2. AVOID REMOVING TREES AND SHRUBS IF POSSIBLE - WORK AROUND THEM.
3. ENSURE THE STRUCTURES ARE FREE OF PROJECTIONS OR OTHER IRREGULARITIES THAT COULD IMPEDE WATER FLOW.
4. BUILD THE DRAINS WITH CIRCULAR, PARABOLIC OR TRAPEZOIDAL CROSS SECTIONS, NOT V-SHAPED, AT THE DIMENSIONS SHOWN ON THE SWMP.
5. ENSURE THE BANKS ARE PROPERLY COMPACTED TO PREVENT FAILURE.
6. COMPLETE PERMANENT OR TEMPORARY STABILISATION WITHIN 10 DAYS OF CONSTRUCTION FOLLOWING TABLE 5.2 IN LANDCOM (2004).
7. WHERE DISCHARGING TO ERODIBLE LANDS, ENSURE THEY OUTLET THROUGH A PROPERLY CONSTRUCTED LEVEL SPREADER.
8. CONSTRUCT THE LEVEL SPREADER AT THE GRADIENT SPECIFIED ON THE ESCP OR SWMP, NORMALLY LESS THAN 1% OR LEVEL.
9. WHERE POSSIBLE, ENSURE THEY DISCHARGE WATERS ONTO EITHER STABILISED OR UNDISTURBED DISPOSAL SITES WITHIN THE SAME SUBCATCHMENT AREA FROM WHICH THE WATER ORIGINATED. APPROVAL MIGHT BE REQUIRED TO DISCHARGE INTO OTHER SUBCATCHMENTS.

EARTH BANK (HIGH FLOWS) SD 5-6



CONSTRUCTION NOTES:

1. REMOVE ALL VEGETATION AND TOPSOIL FROM UNDER THE DAM WALL AND FROM WITHIN THE STORAGE AREA.
2. CONSTRUCT A CUT-OFF TRENCH 500 mm DEEP AND 1,200 mm WIDE ALONG THE CENTRELINE OF THE EMBANKMENT EXTENDING TO A POINT ON THE GULLY WALL LEVEL WITH THE RISER CREST.
3. MAINTAIN THE TRENCH FREE OF WATER AND RECOMPACT THE MATERIALS WITH EQUIPMENT AS SPECIFIED IN THE SWMP TO 95 PERCENT STANDARD PROCTOR DENSITY.
4. SELECT FILL FOLLOWING THE SWMP THAT IS FREE OF ROOTS, WOOD, ROCK, LARGE STONE OR FOREIGN MATERIAL.
5. PREPARE THE SITE UNDER THE EMBANKMENT BY RIPPING TO AT LEAST 100 mm TO HELP BOND COMPACTED FILL TO THE EXISTING SUBSTRATE.
6. SPREAD THE FILL IN 100 mm TO 150 mm LAYERS AND COMPACT IT AT OPTIMUM MOISTURE CONTENT FOLLOWING THE SWMP.
7. CONSTRUCT THE EMERGENCY SPILLWAY.
8. REHABILITATE THE STRUCTURE FOLLOWING THE SWMP.

EARTH BASIN - WET (APPLIES TO 'TYPE D' AND 'TYPE F' SOILS ONLY) SD 6-4

LEGEND

- CUT -999m TO -3m

CUT -1.5m TO -1m

CUT -1m TO -0.5m

CUT -0.5m TO 0m

FILL 0m TO 0.5m

FILL 0.5m TO 1m
- EXISTING LOT BOUNDARY

PROPOSED LOT BOUNDARY

EXISTING ROAD PAVEMENT

ROAD PAVEMENT SHOWN FOR ASSESSMENT PURPOSES ONLY

BASEMENT 4 EXTENT

PROPOSED CONCRETE RETAINING WALL
- EXISTING CONTOURS

DESIGN CONTOURS

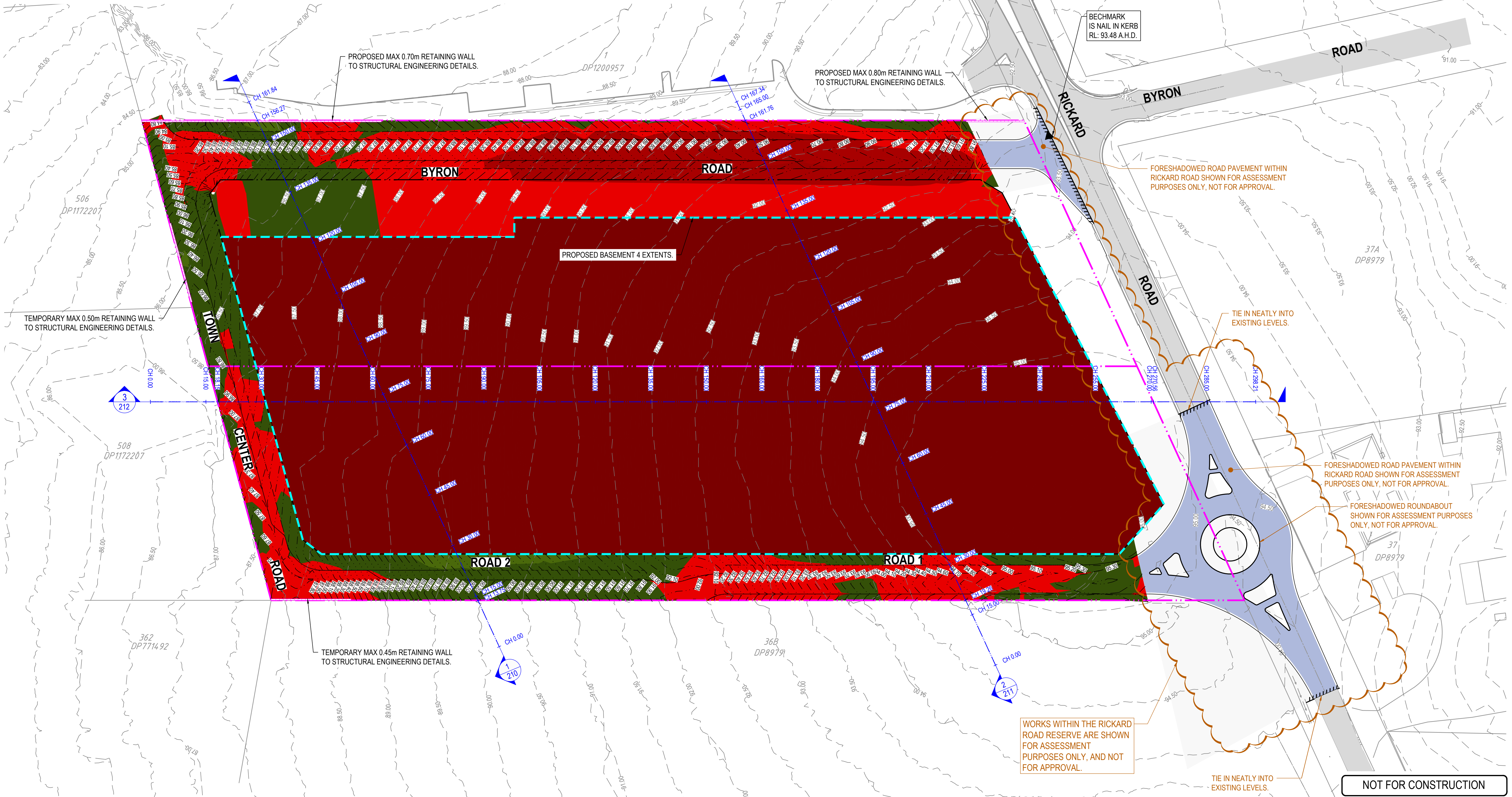
EXTENT OF WORK

WORKS WITHIN THE RICKARD ROAD RESERVE ARE SHOWN FOR ASSESSMENT PURPOSES ONLY, AND NOT FOR APPROVAL.

CUT & FILL VOLUMES

CUT = 562,023m³
FILL = 790m³
BALANCE = 561,233m³ (EXCESS CUT)

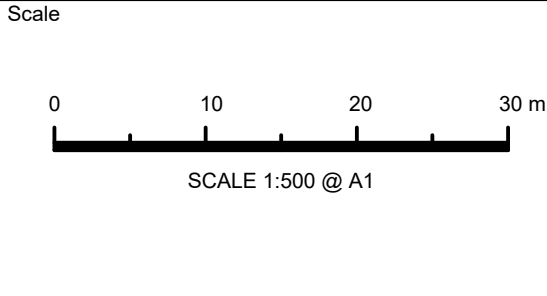
NOTE:
VOLUMES PROVIDED ARE FROM CURRENT EXISTING SURVEY TO FINISHED PROPOSED SURFACE. NUMBERS DO NOT TAKE INTO ACCOUNT BOXING OF ROADS, SERVICES TRENCHING, OR STRIPPING OF TOPSOIL.



A ISSUE FOR STATE SIGNIFICANT DEVELOPMENT APPLICATION			
Issue	Description	Date	Design
		02/06/2026	S.A.F.
			J.A.B.
10m at full size			

Certification By Dr. Michel Chaya
B.E., M.E. (Res), Ph.D., F.I.E. Aust., CPEng,
Civil & Structural Engineer

Client
**LEPPINGTON (1)
88 DEVELOPMENT
PTY LTD**



TELFORD CIVIL
CONSULTING CIVIL & STORMWATER ENGINEERS

Level 14, 32 Smith Street,
Parramatta NSW 2150
PO BOX 3579 Parramatta 2124

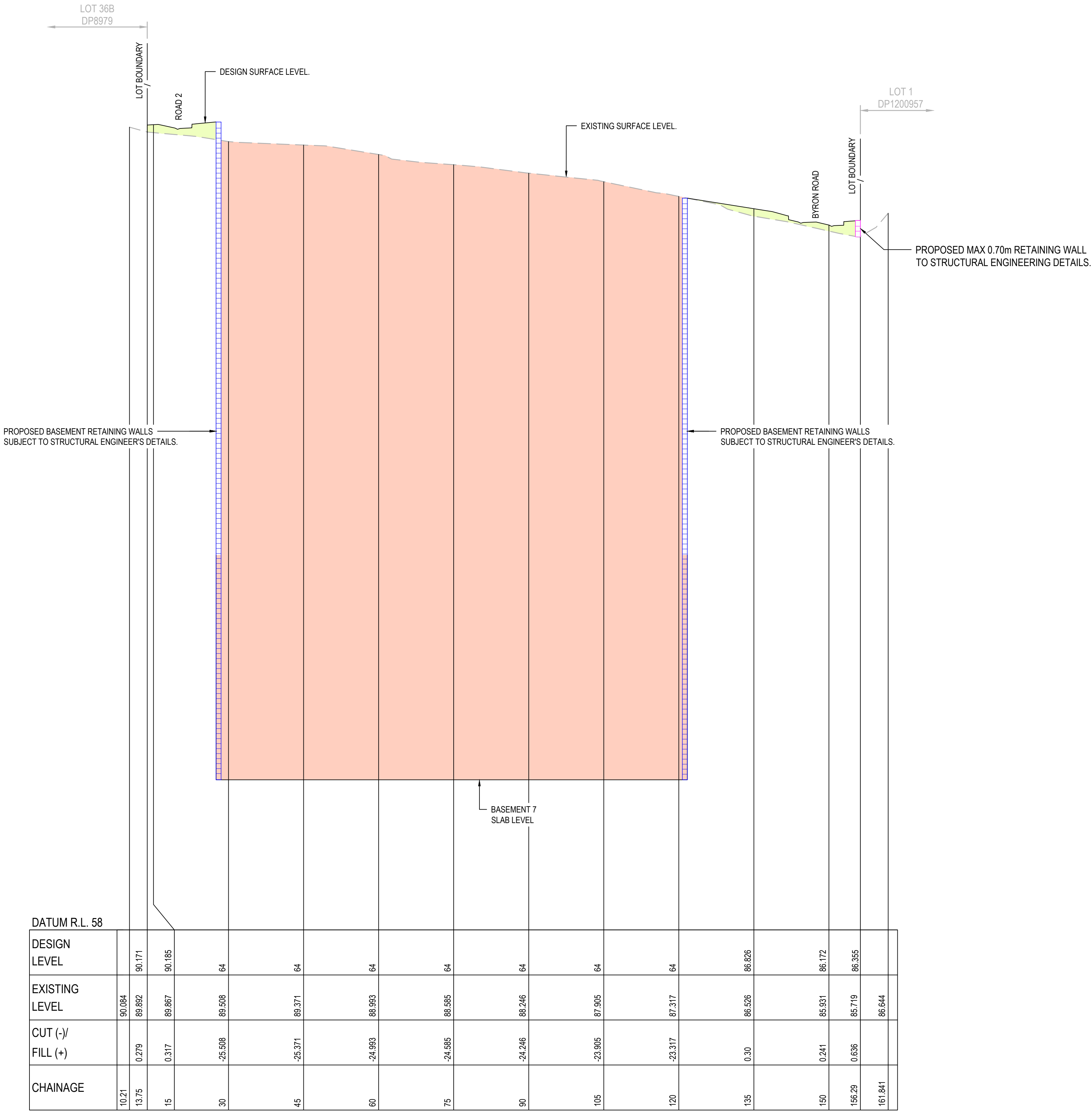
Email : info@telfordcivil.com.au
Phone : 02 7809 4931
Trading As : Telford Consulting Pty Ltd

Project
**173 -183 RICKARD ROAD, LEPPINGTON
PROPOSED COMMERCIAL MIXED USE DEVELOPMENT
CIVIL ENGINEERING PLANS
STATE SIGNIFICANT DEVELOPMENT APPLICATION**

Drawing Title	BULK EARTHWORKS PLAN		
Scale	A1	Project No.	Dwg. No.
1:500		23629	201
			Issue
			A

LEGEND

- CUT AREA
- FILL AREA
- PROPOSED BASEMENT RETAINING WALL
- PROPOSED CONCRETE RETAINING WALL



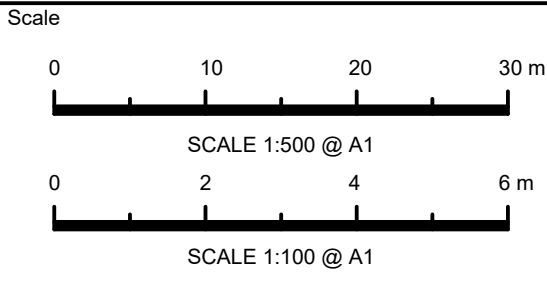
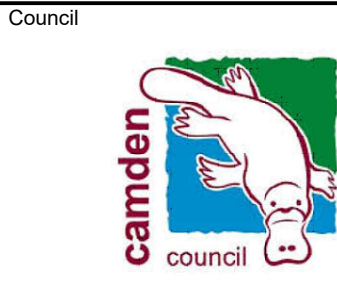
SECTION 1
SCALE: 1:500 (H)
SCALE: 1:100 (V)

NOT FOR CONSTRUCTION

A	ISSUE FOR STATE SIGNIFICANT DEVELOPMENT APPLICATION	02/06/2026	S.A.F.	J.A.B.
Issue	Description	Date	Design	Checked
1cm at full size				

Certification By: Dr. Michel Chaya
B.E., M.E. (Res), Ph.D., F.I.E. Aust., CPEng,
Civil & Structural Engineer

Client
**LEPPINGTON (1)
88 DEVELOPMENT
PTY LTD**



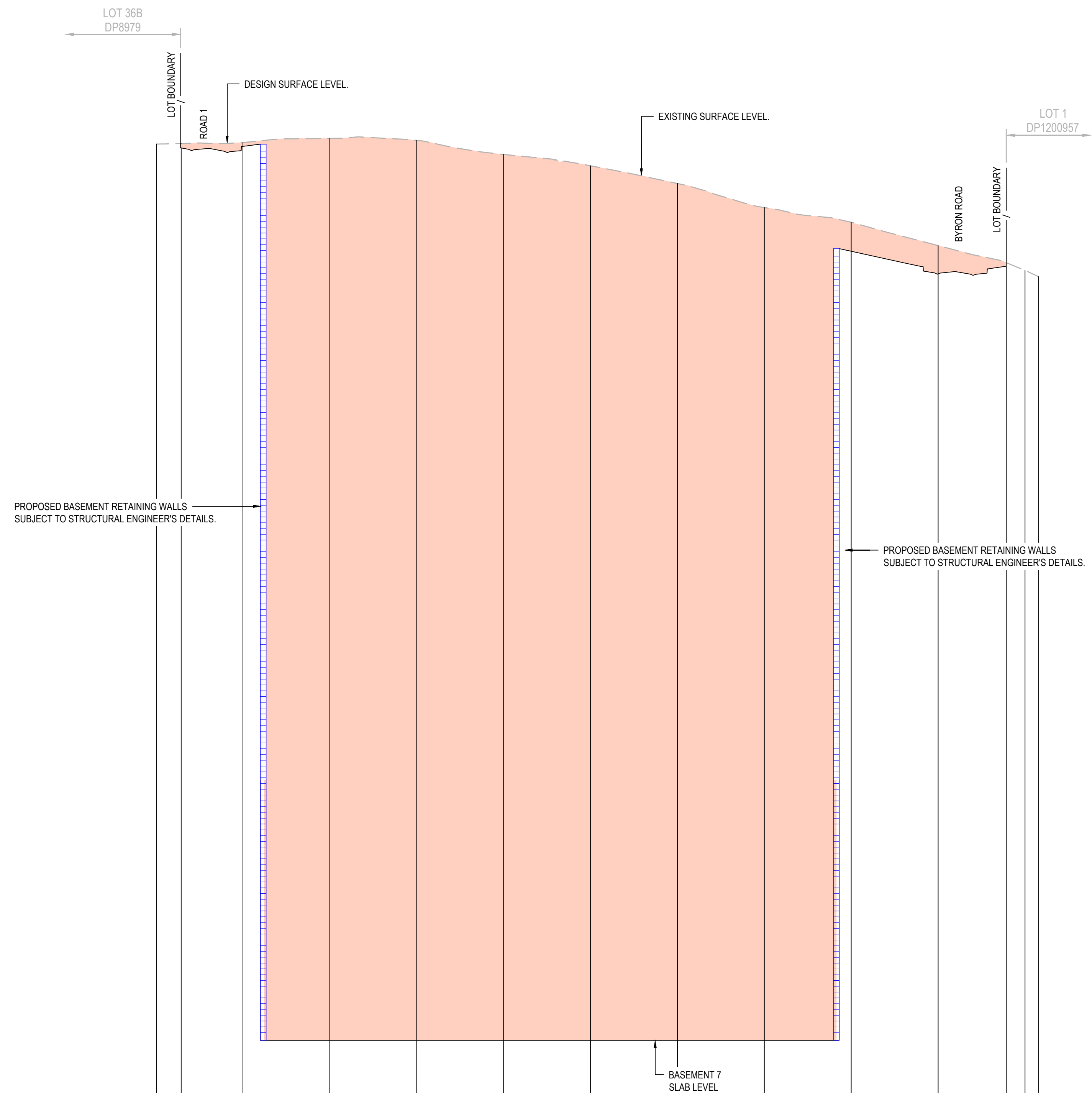
TELFORD CIVIL
CONSULTING CIVIL & STORMWATER ENGINEERS
Level 14, 32 Smith Street,
Parramatta NSW 2150
PO BOX 3579 Parramatta 2124
Email : info@telfordcivil.com.au
Phone : 02 7809 4931
Trading As : Telford Consulting Pty Ltd

Project
**173 -183 RICKARD ROAD, LEPPINGTON
PROPOSED COMMERCIAL MIXED USE DEVELOPMENT
CIVIL ENGINEERING PLANS
STATE SIGNIFICANT DEVELOPMENT APPLICATION**

Drawing Title BULK EARTHWORK SECTIONS SHEET 1				
Scale AS SHOWN	A1 Project No. 23629	Dwg. No. 210	Issue A	

LEGEND

-  CUT AREA
 FILL AREA
 PROPOSED BASEMENT RETAINING WALL

[illegible]

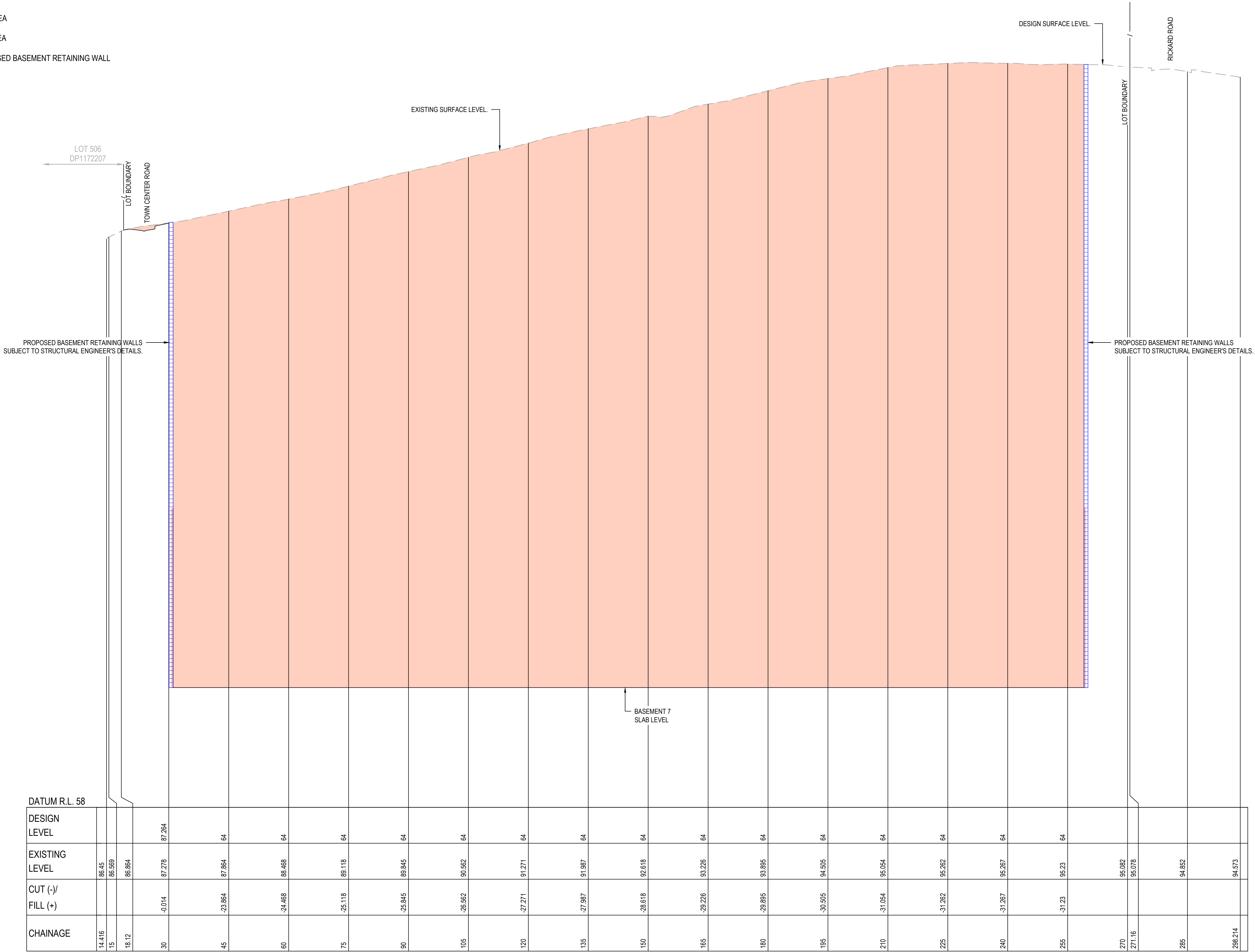
SECTION 2
201
SCALE: 1:500 (H)
SCALE: 1:100 (V)

NOT FOR CONSTRUCTION

				Certification By Dr. Michel Chaaya B.E. M.E. (Resl. Ph.D. F.I.E. Aust. CPEng. Civil & Structural Engineer				Client LEPPINGTON (1) 88 DEVELOPMENT PTY LTD				Council 				Scale  				Project 173 -183 RICKARD ROAD, LEPPINGTON PROPOSED COMMERCIAL MIXED USE DEVELOPMENT CIVIL ENGINEERING PLANS STATE SIGNIFICANT DEVELOPMENT APPLICATION				Drawing Title BULK EARTHWORK SECTIONS SHEET 2			
A		ISSUE FOR STATE SIGNIFICANT DEVELOPMENT APPLICATION						02/06/2026		S.A.F.		J.A.B.															
Issue		Description						Date		Design		Checked															
0		1cm at full size						0		100m		200m															

LEGEND

- CUT AREA
- FILL AREA
- PROPOSED BASEMENT RETAINING WALL



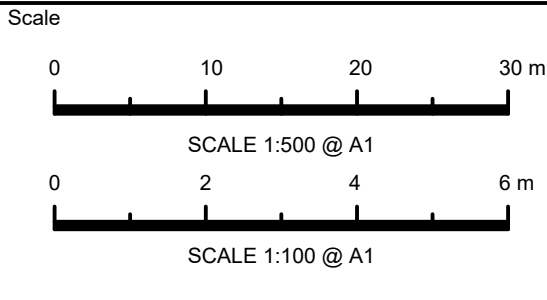
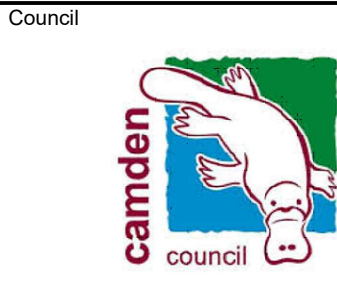
SECTION 3
SCALE: 1:500 (H)
SCALE: 1:100 (V)

NOT FOR CONSTRUCTION

A	ISSUE FOR STATE SIGNIFICANT DEVELOPMENT APPLICATION		02/06/2026	S.A.F.	J.A.B.
Issue	Description	Date	Design	Checked	
1cm at full size					

Certification By Dr. Michel Chaya
B.E., M.E. (Res), Ph.D., F.I.E. Aust., CPEng.,
Civil & Structural Engineer

Client
**LEPPINGTON (1)
88 DEVELOPMENT
PTY LTD**



TELFORD CIVIL
CONSULTING CIVIL & STORMWATER ENGINEERS

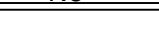
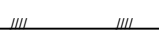
Level 14, 32 Smith Street,
Parramatta NSW 2150
PO BOX 3579 Parramatta 2124

Email : info@telfordcivil.com.au
Phone : 02 7809 4931
Trading As : Telford Consulting Pty Ltd

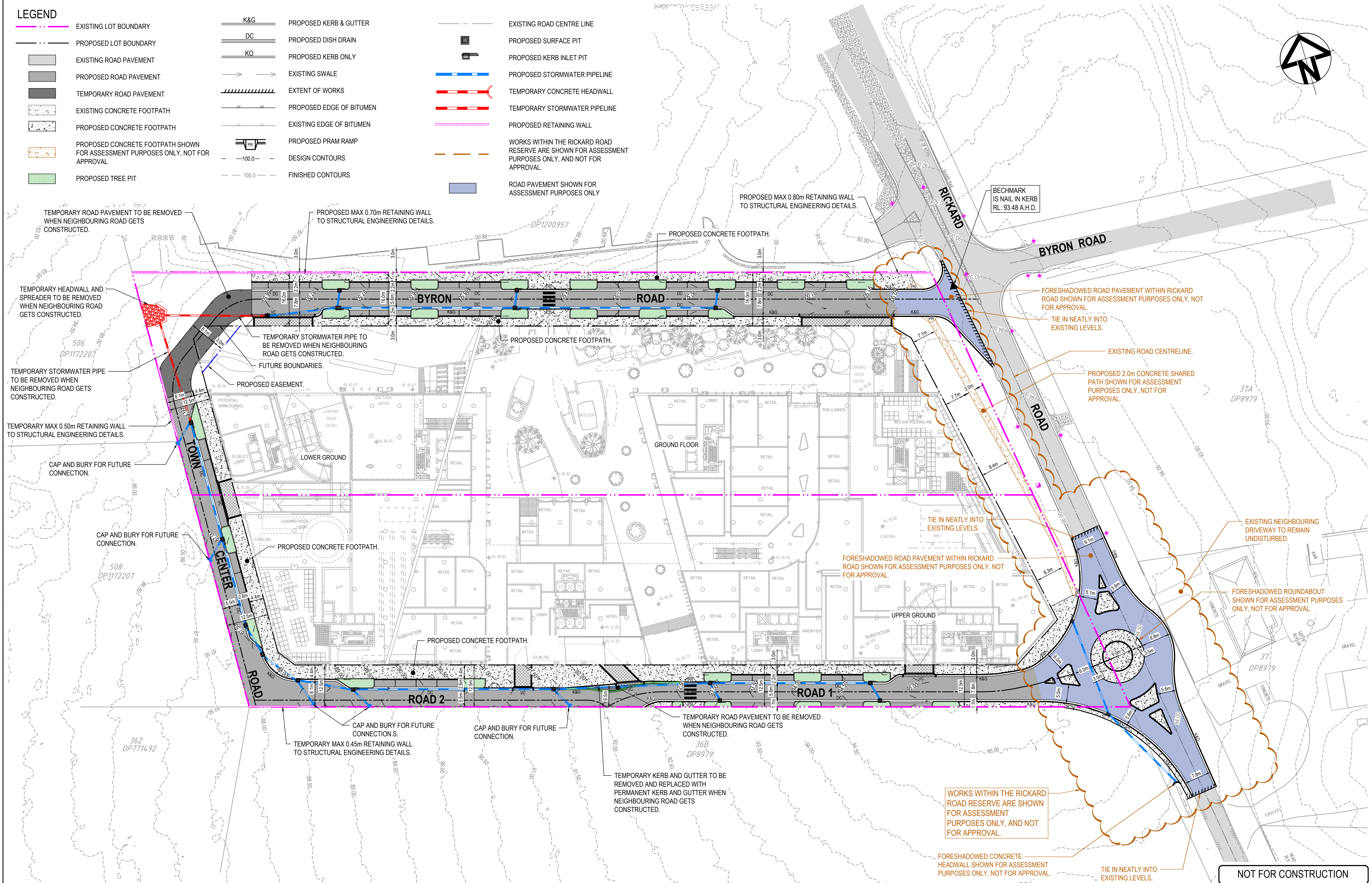
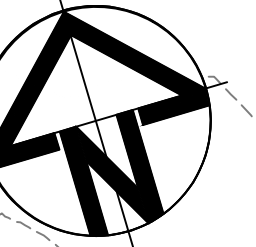
Project
**173 -183 RICKARD ROAD, LEPPINGTON
PROPOSED COMMERCIAL MIXED USE DEVELOPMENT
CIVIL ENGINEERING PLANS
STATE SIGNIFICANT DEVELOPMENT APPLICATION**

Drawing Title BULK EARTHWORK SECTIONS SHEET 3				
Scale AS SHOWN	A1	Project No. 23629	Dwg. No. 212	Issue A

	EXISTING LOT BOUNDARY
	PROPOSED LOT BOUNDARY
	EXISTING ROAD PAVEMENT
	PROPOSED ROAD PAVEMENT
	TEMPORARY ROAD PAVEMENT
	EXISTING CONCRETE FOOTPATH
	PROPOSED CONCRETE FOOTPATH
	PROPOSED CONCRETE FOOTPATH SHOWN FOR ASSESSMENT PURPOSES ONLY, NOT FOR APPROVAL
	PROPOSED TREE PIT

	PROPOSED KERB & GUTTER
	PROPOSED DISH DRAIN
	PROPOSED KERB ONLY
	EXISTING SWALE
	EXTENT OF WORKS
	PROPOSED EDGE OF BITUMEN
	EXISTING EDGE OF BITUMEN
	PROPOSED PRAM RAMP
	DESIGN CONTOURS
	FINISHED CONTOURS

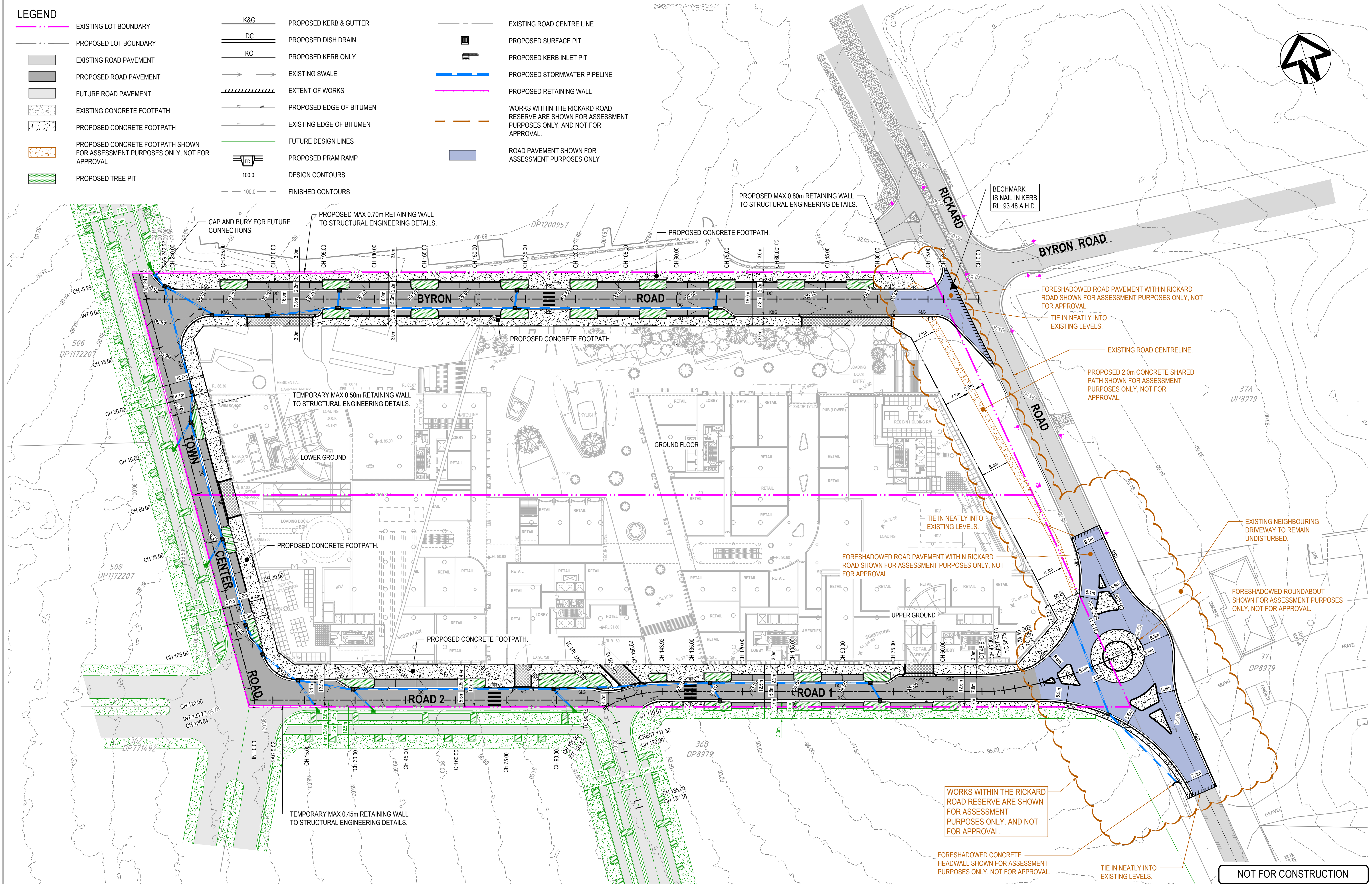
	EXISTING ROAD CENTRE LINE
	PROPOSED SURFACE PIT
	PROPOSED KERB INLET PIT
	PROPOSED STORMWATER PIPELINE
	TEMPORARY CONCRETE HEADWALL
	TEMPORARY STORMWATER PIPELINE
	PROPOSED RETAINING WALL
WORKS WITHIN THE RICKARD ROAD RESERVE ARE SHOWN FOR ASSESSMENT PURPOSES ONLY, AND NOT FOR APPROVAL.	
	ROAD PAVEMENT SHOWN FOR ASSESSMENT PURPOSES ONLY



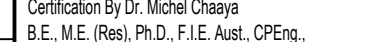
				Certification by Dr. Michel Chayre B.E., M.E. (Reg), Ph.D., F.I.E. Aust., CPEng, Civil & Structural Engineer		Client LEPPINGTON (1) 88 DEVELOPMENT PTY LTD		Council 		Scale  SCALE 1:500 @ A1		TELFORD CIVIL CONSULTING CIVIL & STORMWATER ENGINEERS		Project 173 -183 RICKARD ROAD, LEPPINGTON PROPOSED COMMERCIAL MIXED USE DEVELOPMENT CIVIL ENGINEERING PLANS STATE SIGNIFICANT DEVELOPMENT APPLICATION		Drawing Title ENGINEERING PLAN - INTERIM SCENARIO	
A ISSUE FOR STATE SIGNIFICANT DEVELOPMENT APPLICATION				02/06/2026		S.A.F.		J.A.B.		Scale 1:500		Project No. 23629		Dwg. No. 301		Issue A	
Issue Description				Date		Design		Checked		Scale 1:500		Project No. 23629		Dwg. No. 301		Issue A	

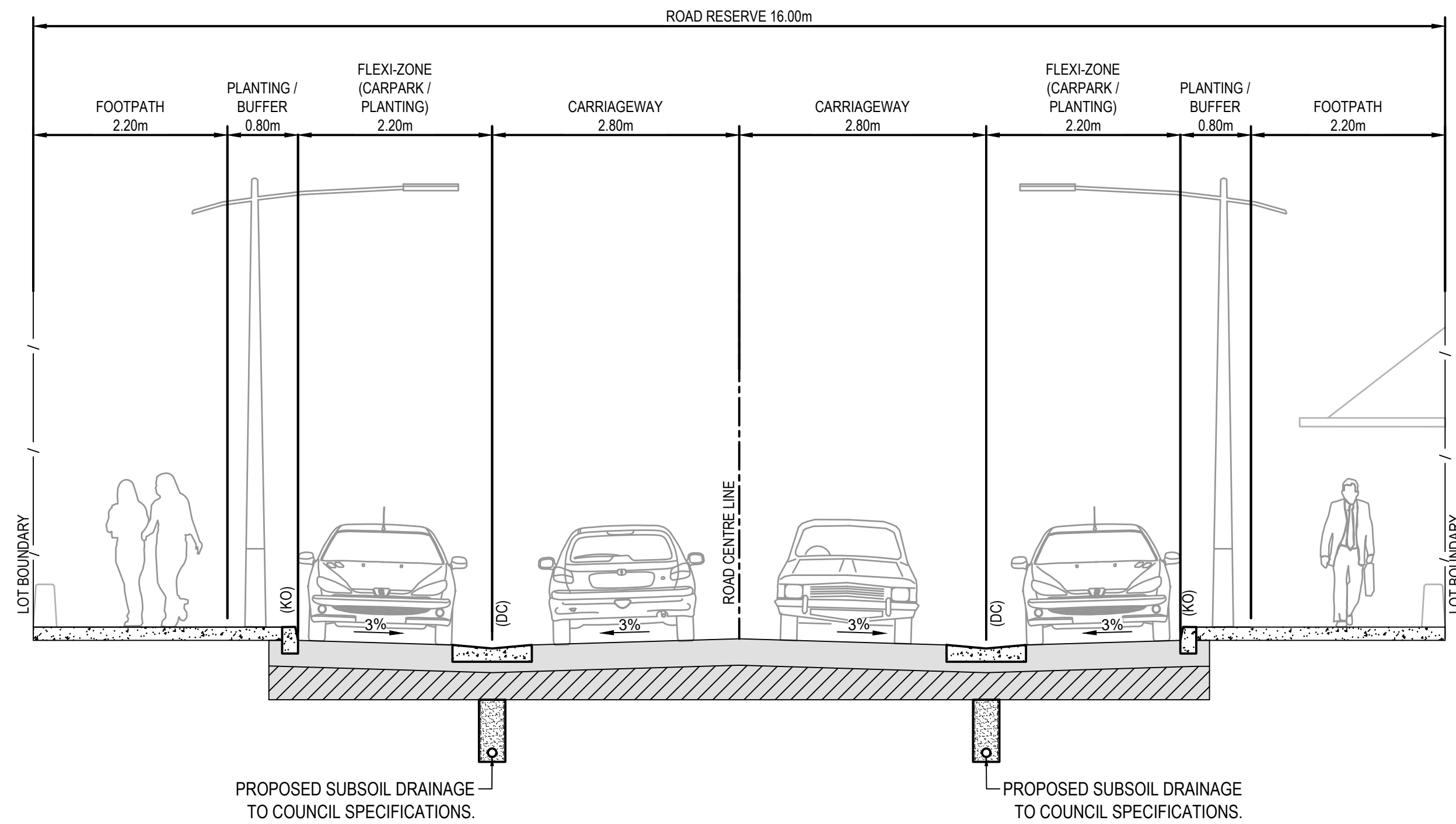
LEGEND

- | | | | | | |
|--|---|--|--------------------------|---|--|
| | EXISTING LOT BOUNDARY | | PROPOSED KERB & GUTTER | | EXISTING ROAD CENTRE LINE |
| | PROPOSED LOT BOUNDARY | | PROPOSED DISH DRAIN | | PROPOSED SURFACE PIT |
| | EXISTING ROAD PAVEMENT | | PROPOSED KERB ONLY | | PROPOSED KERB INLET PIT |
| | PROPOSED ROAD PAVEMENT | | EXISTING SWALE | | PROPOSED STORMWATER PIPELINE |
| | FUTURE ROAD PAVEMENT | | EXTENT OF WORKS | | PROPOSED RETAINING WALL |
| | EXISTING CONCRETE FOOTPATH | | PROPOSED EDGE OF BITUMEN | WORKS WITHIN THE RICKARD ROAD RESERVE ARE SHOWN FOR ASSESSMENT PURPOSES ONLY, AND NOT FOR APPROVAL. | |
| | PROPOSED CONCRETE FOOTPATH | | EXISTING EDGE OF BITUMEN | | |
| | PROPOSED CONCRETE FOOTPATH SHOWN FOR ASSESSMENT PURPOSES ONLY, NOT FOR APPROVAL | | FUTURE DESIGN LINES | | |
| | PROPOSED TREE PIT | | PROPOSED PRAM RAMP | | ROAD PAVEMENT SHOWN FOR ASSESSMENT PURPOSES ONLY |
| | | | DESIGN CONTOURS | | |
| | | | FINISHED CONTOURS | | |

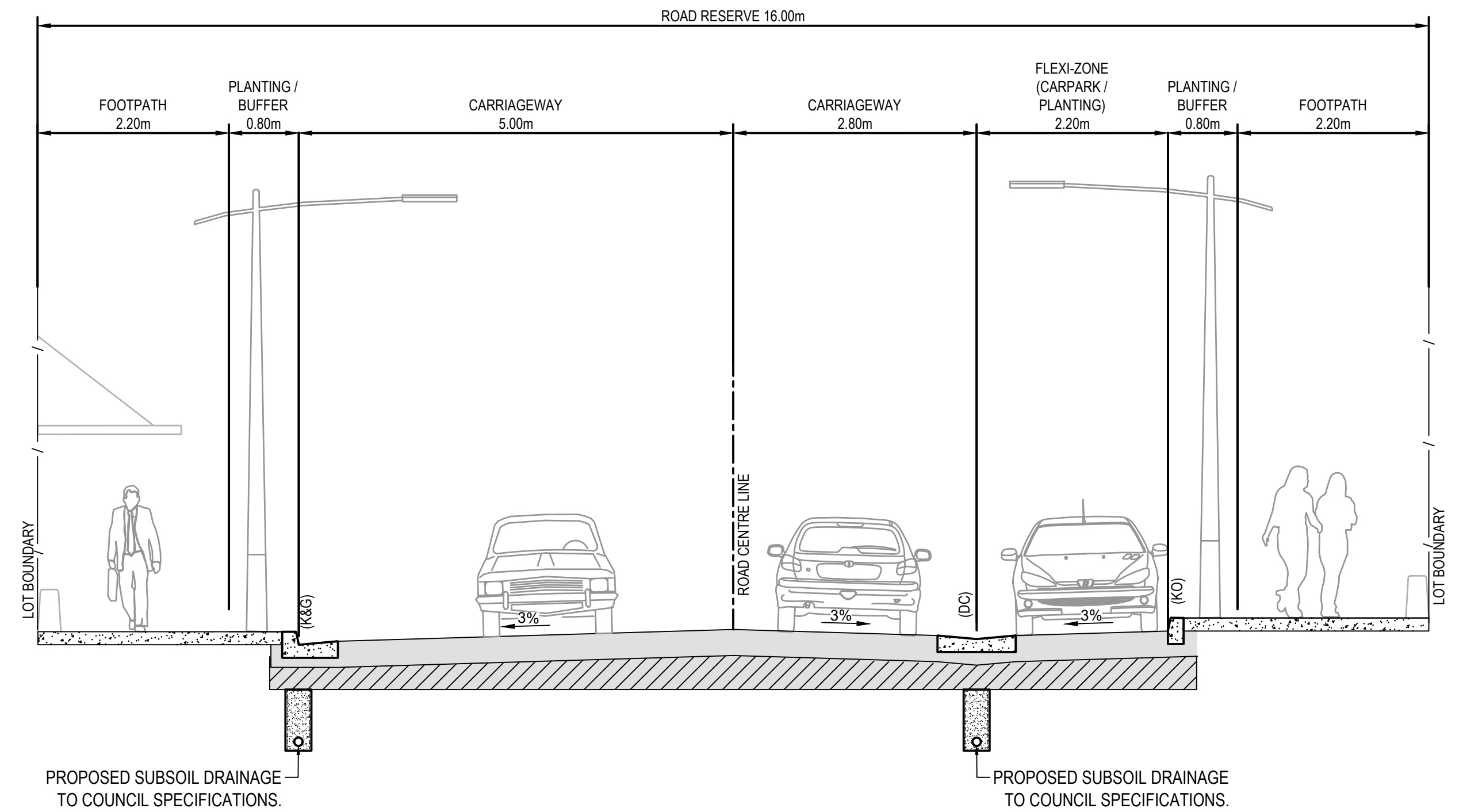


NOT FOR CONSTRUCTION

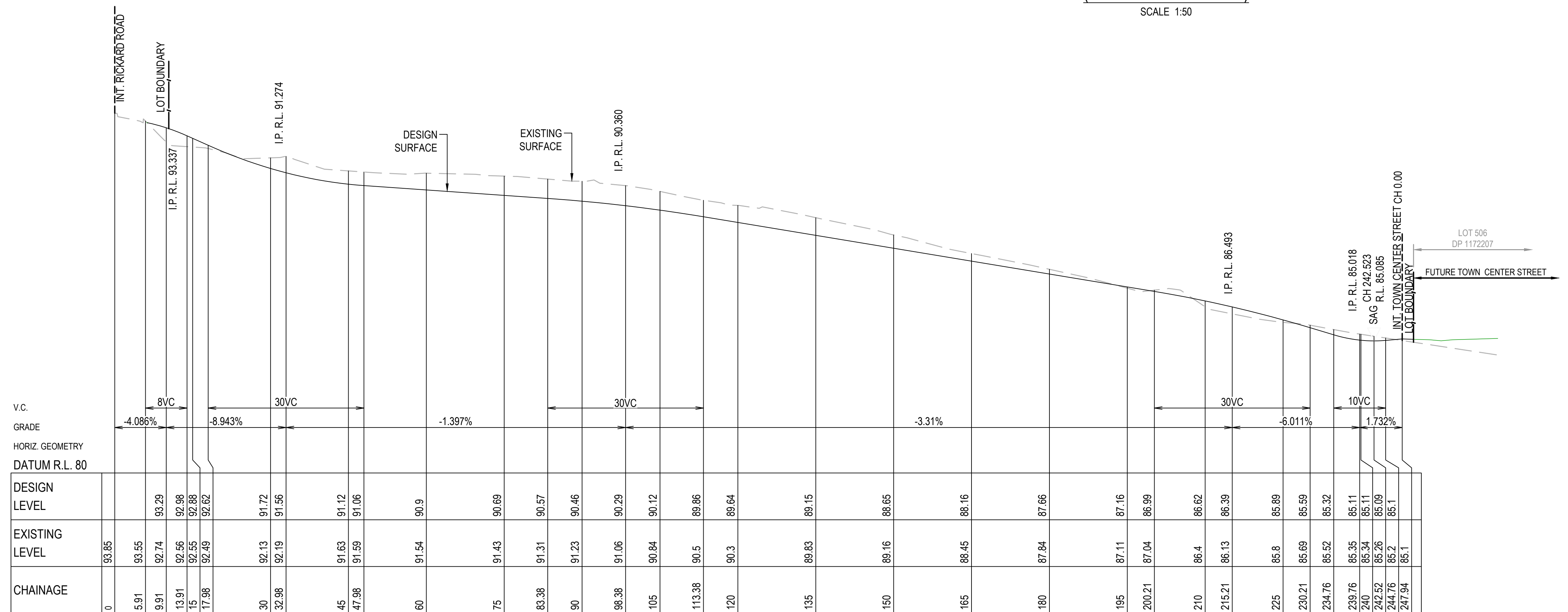
				Certification by Dr. Michel Chaya B.E., M.E. (Res), Ph.D., F.I.E. Aust., CPEng, Civil & Structural Engineer		Client		Council		Scale		Project		Drawing Title	
						LEPPINGTON (1) 88 DEVELOPMENT PTY LTD				 SCALE 1:500 @ A1		173 -183 RICKARD ROAD, LEPPINGTON PROPOSED COMMERCIAL MIXED USE DEVELOPMENT CIVIL ENGINEERING PLANS STATE SIGNIFICANT DEVELOPMENT APPLICATION		ENGINEERING PLAN - UTM SCALE SCENARIO	
A ISSUE FOR STATE SIGNIFICANT DEVELOPMENT APPLICATION				02/06/2026		S.A.F.		J.A.B.							
Issue Description				Date		Design		Checked							
 0 10m at full size 100m 200m															
												Level 14, 32 Smith Street, Parramatta NSW 2150 PO BOX 3579 Parramatta 2124 Email : info@telfordcivil.com.au Phone : 02 7809 4931 Trading As : Telford Consulting Pty Ltd		Project No. 23629	
														Dwg. No. 302	
														Issue A	



BYRON ROAD - TYPICAL CROSS SECTION
(CH 75.00 - CH 195.00)
SCALE 1:50



BYRON ROAD - TYPICAL CROSS SECTION
(CH 0.00 - CH 75.00)
(CH 195.00 - CH 247.94)
SCALE 1:50



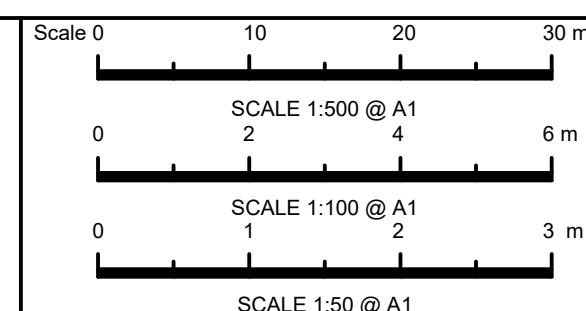
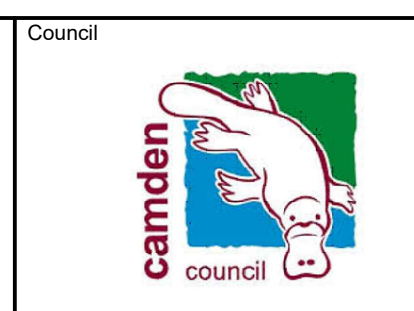
LONGITUDINAL SECTION CENTRELINE - BYRON ROAD
SCALE (H) 1:500
SCALE (V) 1:100

NOT FOR CONSTRUCTION

A	ISSUE FOR STATE SIGNIFICANT DEVELOPMENT APPLICATION	02/06/2026	S.A.F.	J.A.B.	
Issue	Description	Date	Design	Checked	
1cm at full size 20cm					

Certification By Dr. Michel Chaya
B.E., M.E. (Res), Ph.D., F.I.E. Aust., CPEng,
Civil & Structural Engineer

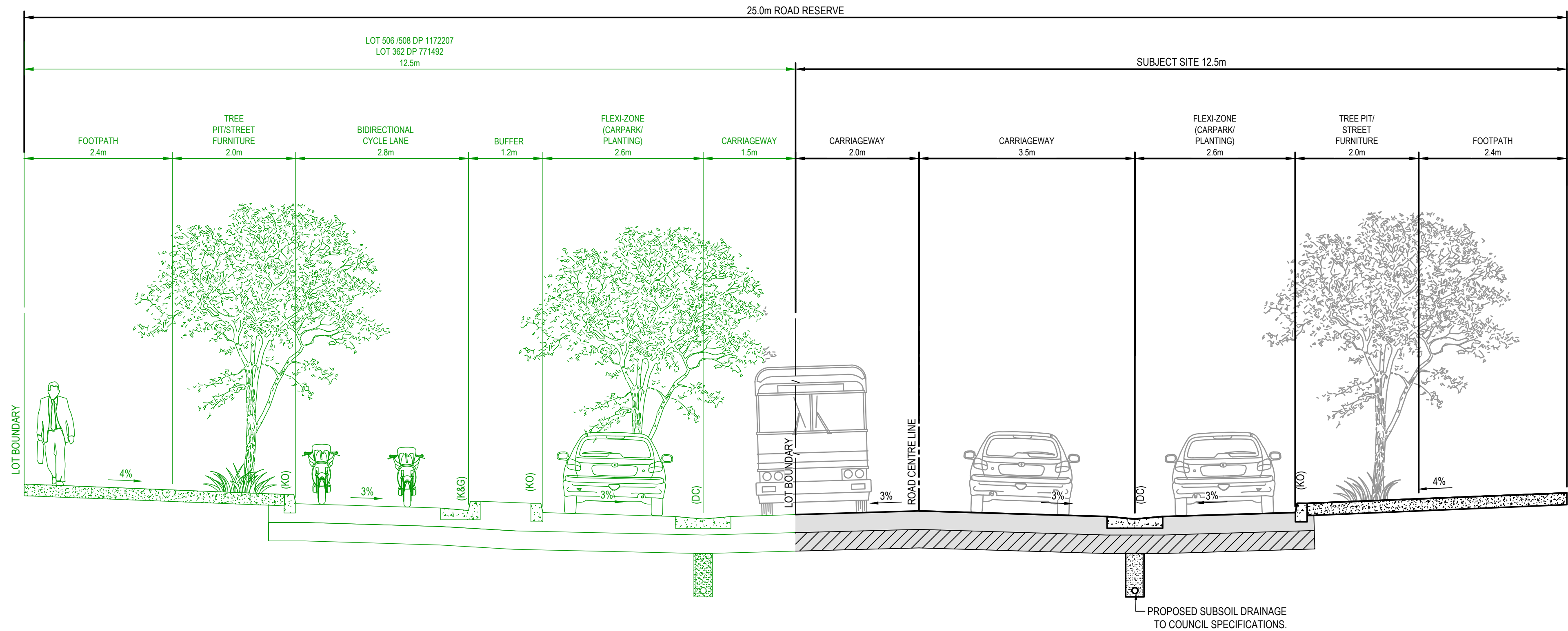
Client
**LEPPINGTON (1)
88 DEVELOPMENT
PTY LTD**



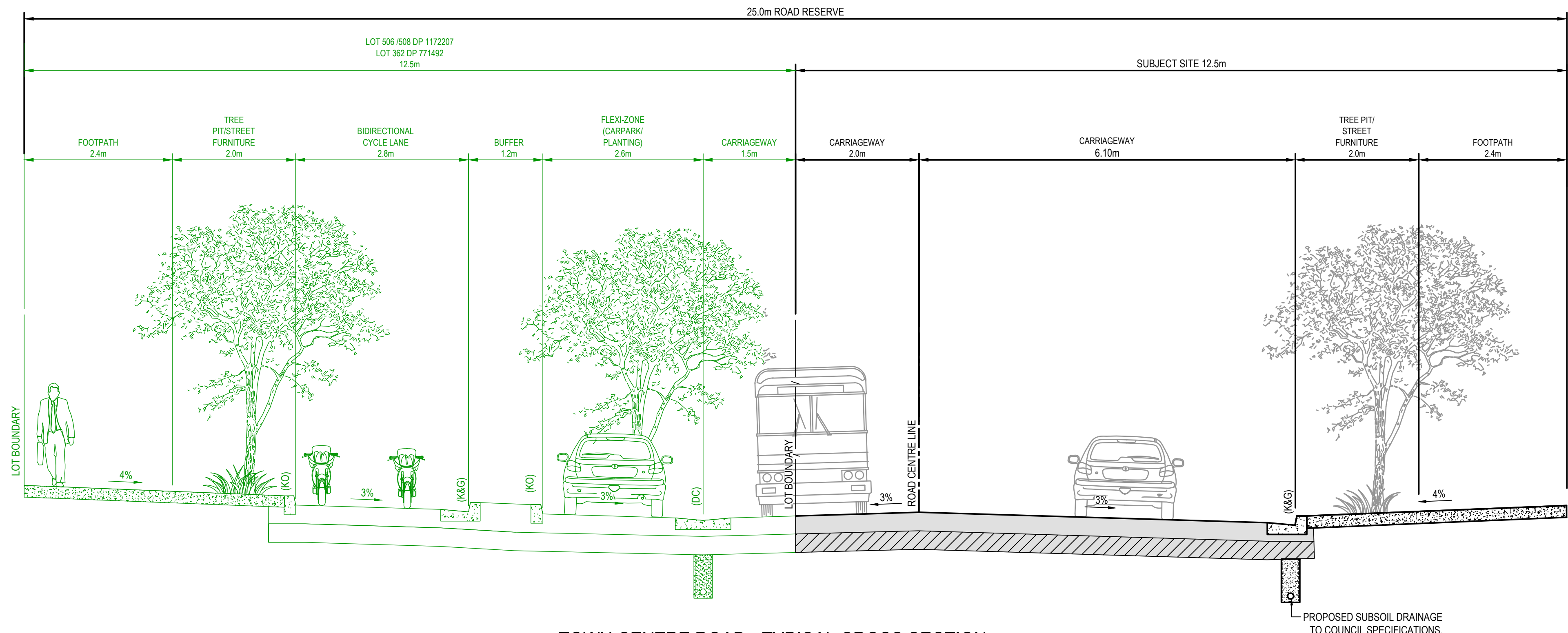
TELFORD CIVIL
CONSULTING CIVIL & STORMWATER ENGINEERS
Level 14, 32 Smith Street,
Parramatta NSW 2150
PO BOX 3579 Parramatta 2124
Email : info@telfordcivil.com.au
Phone : 02 7809 4931
Trading As : Telford Consulting Pty Ltd

Project
**173 -183 RICKARD ROAD, LEPPINGTON
PROPOSED COMMERCIAL MIXED USE DEVELOPMENT
CIVIL ENGINEERING PLANS
STATE SIGNIFICANT DEVELOPMENT APPLICATION**

Drawing Title	BYRON ROAD - LONGITUDINAL AND TYPICAL CROSS SECTIONS			
Scale	A1 AS SHOWN	Project No.	23629	Dwg. No.
			400	Issue
				A



TOWN CENTRE ROAD - TYPICAL CROSS SECTION
(CH -8.29 - CH 15.00)
(CH 38.00 - CH 105.00)
SCALE 1:50



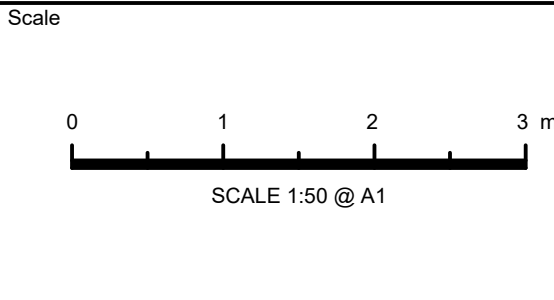
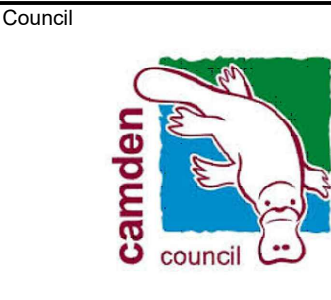
TOWN CENTRE ROAD - TYPICAL CROSS SECTION
(CH 15.00 - CH 38.00)
(CH 105.00 - END)
SCALE 1:50

NOT FOR CONSTRUCTION

A	ISSUE FOR STATE SIGNIFICANT DEVELOPMENT APPLICATION	02/06/2026	S.A.F.	J.A.B.	
Issue	Description	Date	Design	Checked	
1	1cm at full size	10cm	20cm		

Certification By: Dr. Michel Chaya
B.E., M.E. (Res), Ph.D., F.I.E. Aust., CPEng,
Civil & Structural Engineer

Client
**LEPPINGTON (1)
88 DEVELOPMENT
PTY LTD**



TELFORD CIVIL
CONSULTING CIVIL & STORMWATER ENGINEERS
Level 14, 32 Smith Street,
Parramatta NSW 2150
PO BOX 3579 Parramatta 2124
Email : info@telfordcivil.com.au
Phone : 02 7809 4931
Trading As : Telford Consulting Pty Ltd

Project
**173 -183 RICKARD ROAD, LEPPINGTON
PROPOSED COMMERCIAL MIXED USE DEVELOPMENT
CIVIL ENGINEERING PLANS
STATE SIGNIFICANT DEVELOPMENT APPLICATION**

Drawing Title	TOWN CENTER - TYPICAL CROSS SECTIONS			
Scale	A1	Project No.	Dwg. No.	Issue
1:50		23629	401	A



LONGITUDINAL SECTION CENTRELINE - TOWN CENTER

SCALE (H) 1:500

SCALE (V) 1:100

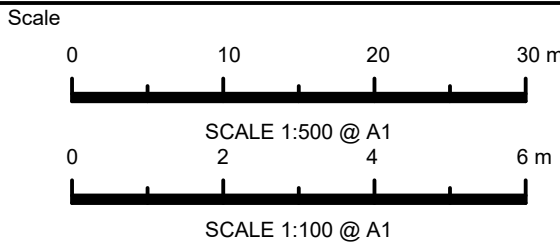
NOT FOR CONSTRUCTION

A	ISSUE FOR STATE SIGNIFICANT DEVELOPMENT APPLICATION	02/06/2026	S.A.F.	J.A.B.
Issue	Description	Date	Design	Checked
1cm at full size 10cm 20cm				

Certification By: Dr. Michel Chaya
B.E., M.E. (Res), Ph.D., F.I.E. Aust., CPEng.,
Civil & Structural Engineer

Client

LEPPINGTON (1)
88 DEVELOPMENT
PTY LTD



TELFORDCIVIL

CONSULTING CIVIL & STORMWATER ENGINEERS

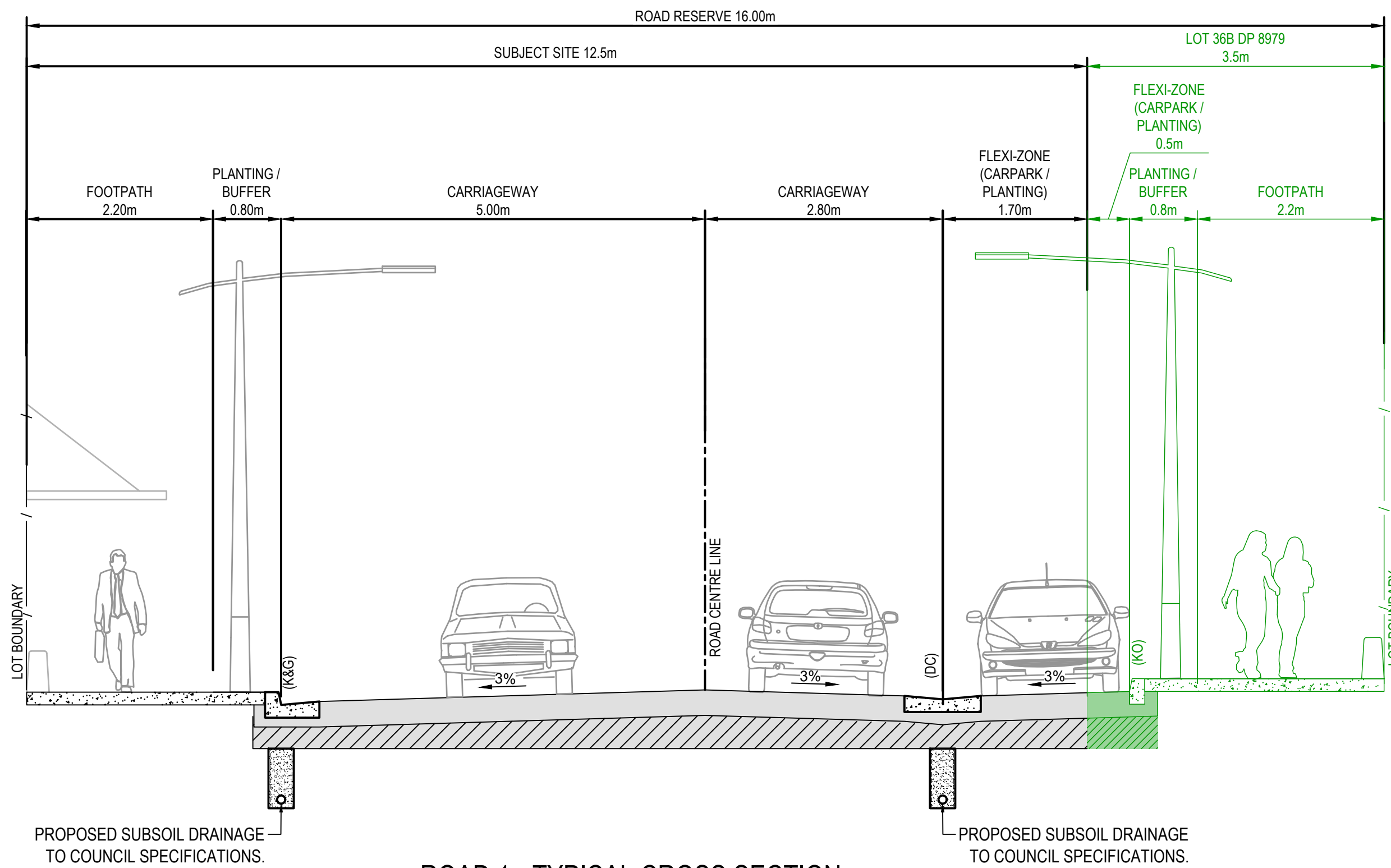
Level 14, 32 Smith Street,
Parramatta NSW 2150
PO BOX 3579 Parramatta 2124

Email : info@telfordcivil.com.au
Phone : 02 7809 4931
Trading As : Telford Consulting Pty Ltd

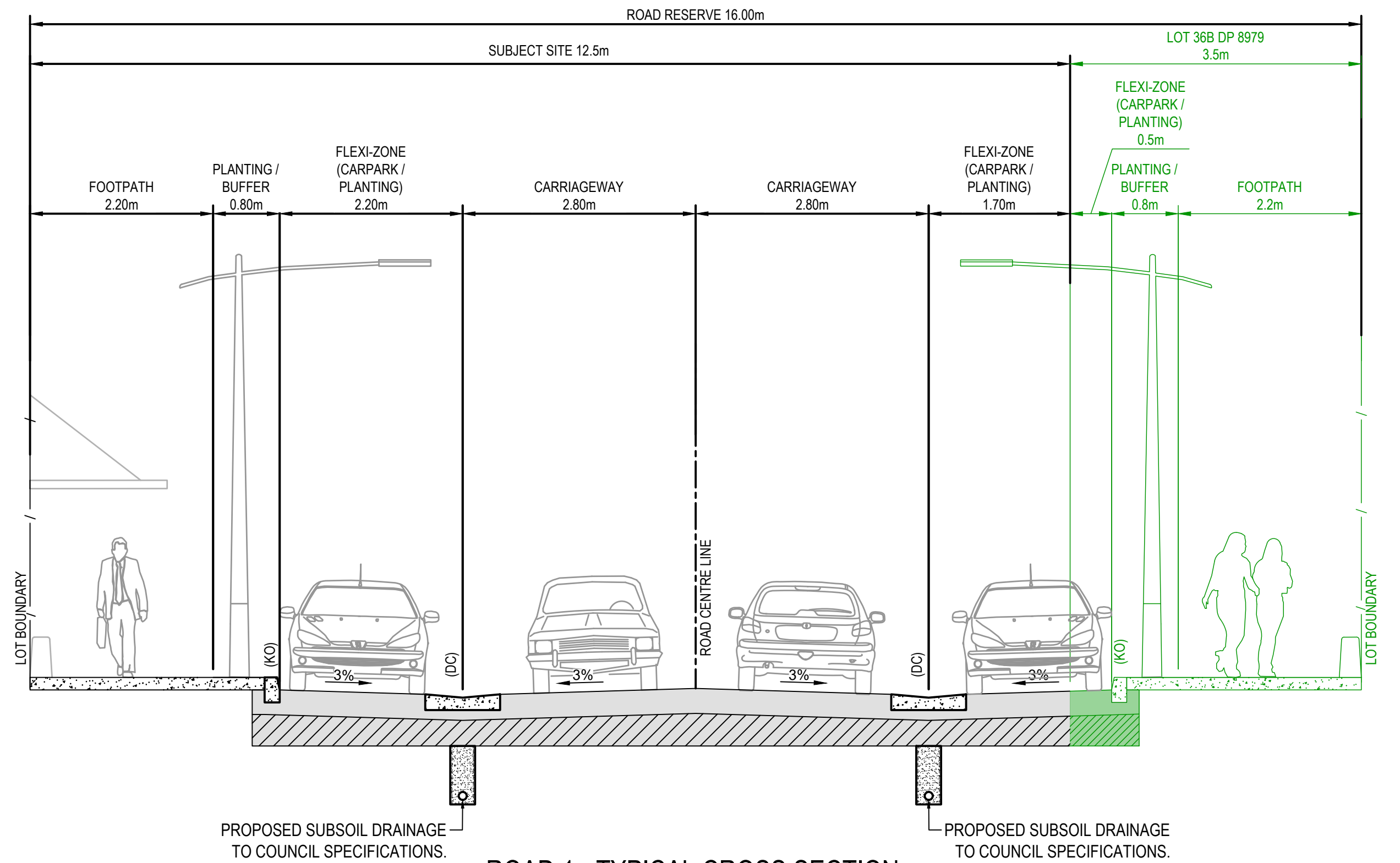
Project

173 -183 RICKARD ROAD, LEPPINGTON
PROPOSED COMMERCIAL MIXED USE DEVELOPMENT
CIVIL ENGINEERING PLANS
STATE SIGNIFICANT DEVELOPMENT APPLICATION

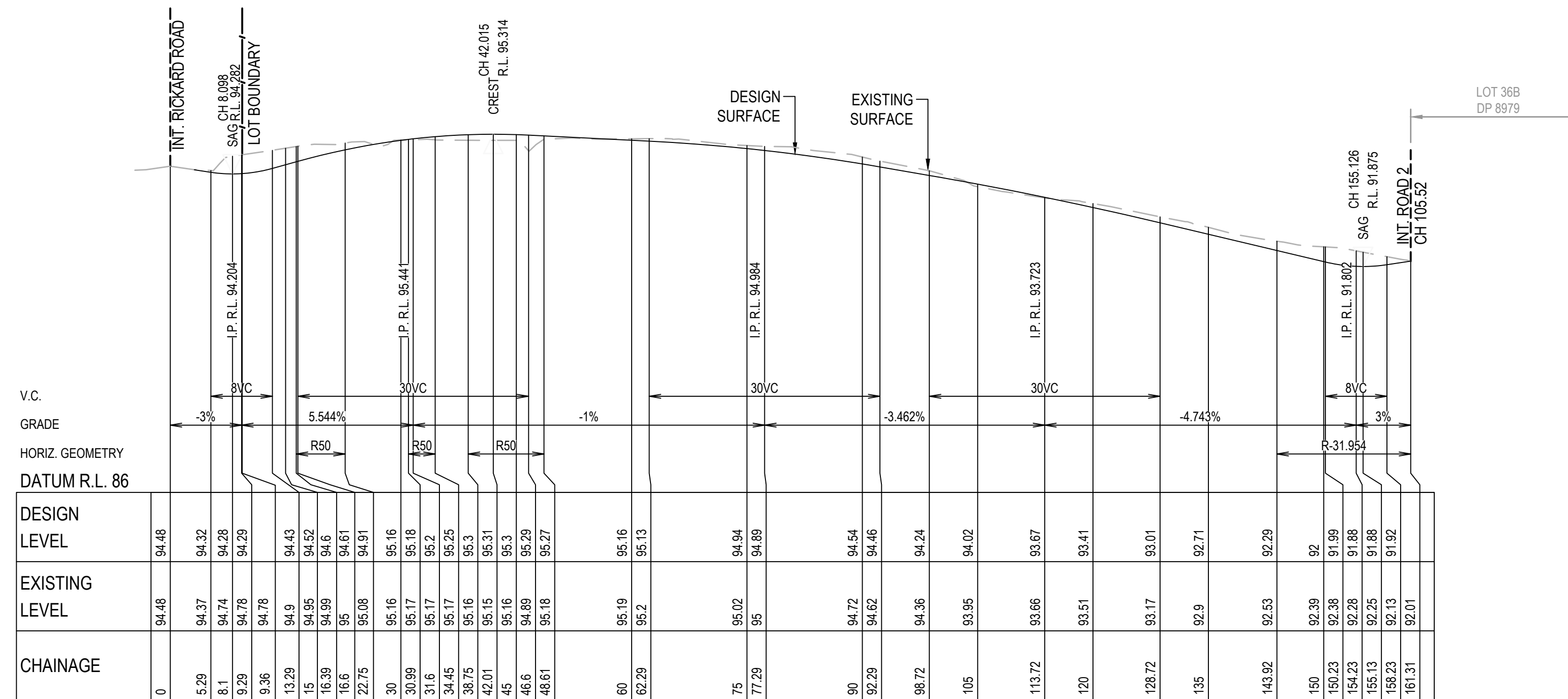
Drawing Title				
TOWN CENTER - LONGITUDINAL SECTION				
Scale	A1	Project No.	Dwg. No.	Issue
AS SHOWN		23629	402	A



ROAD 1 - TYPICAL CROSS SECTION
(CH 0.00 - CH 32.00)
SCALE 1:50



ROAD 1 - TYPICAL CROSS SECTION
(CH 32.00 - END)
SCALE 1:50



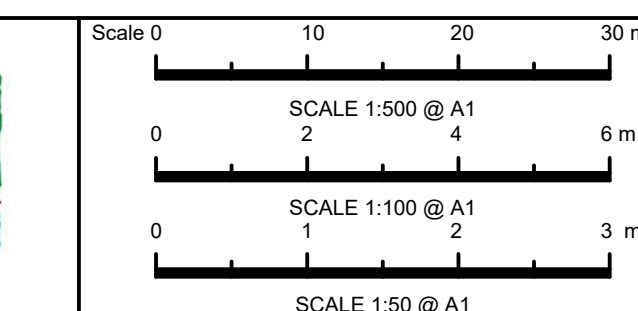
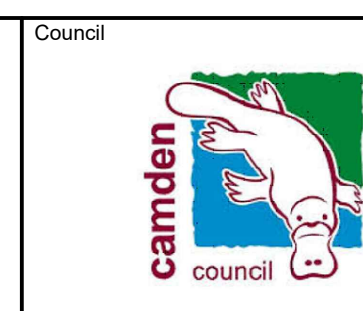
LONGITUDINAL SECTION CENTRELINE - ROAD 1
SCALE (H) 1:500
SCALE (V) 1:100

NOT FOR CONSTRUCTION

A	ISSUE FOR STATE SIGNIFICANT DEVELOPMENT APPLICATION	02/06/2026	S.A.F.	J.A.B.	
Issue	Description	Date	Design	Checked	
1	10m at full size	10m	20m		

Certification By: Dr. Michel Chaya
B.E., M.E. (Res), Ph.D., F.I.E. Aust., CPEng,
Civil & Structural Engineer

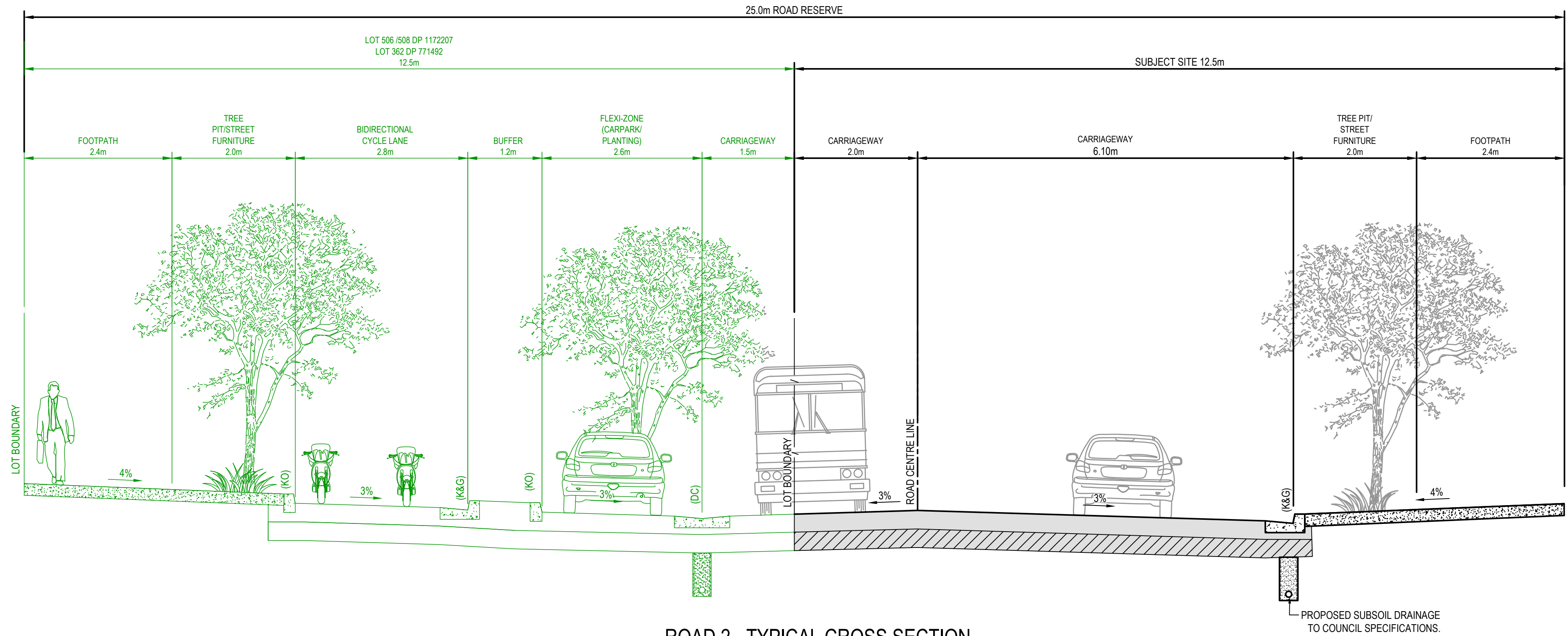
Client
**LEPPINGTON (1)
88 DEVELOPMENT
PTY LTD**



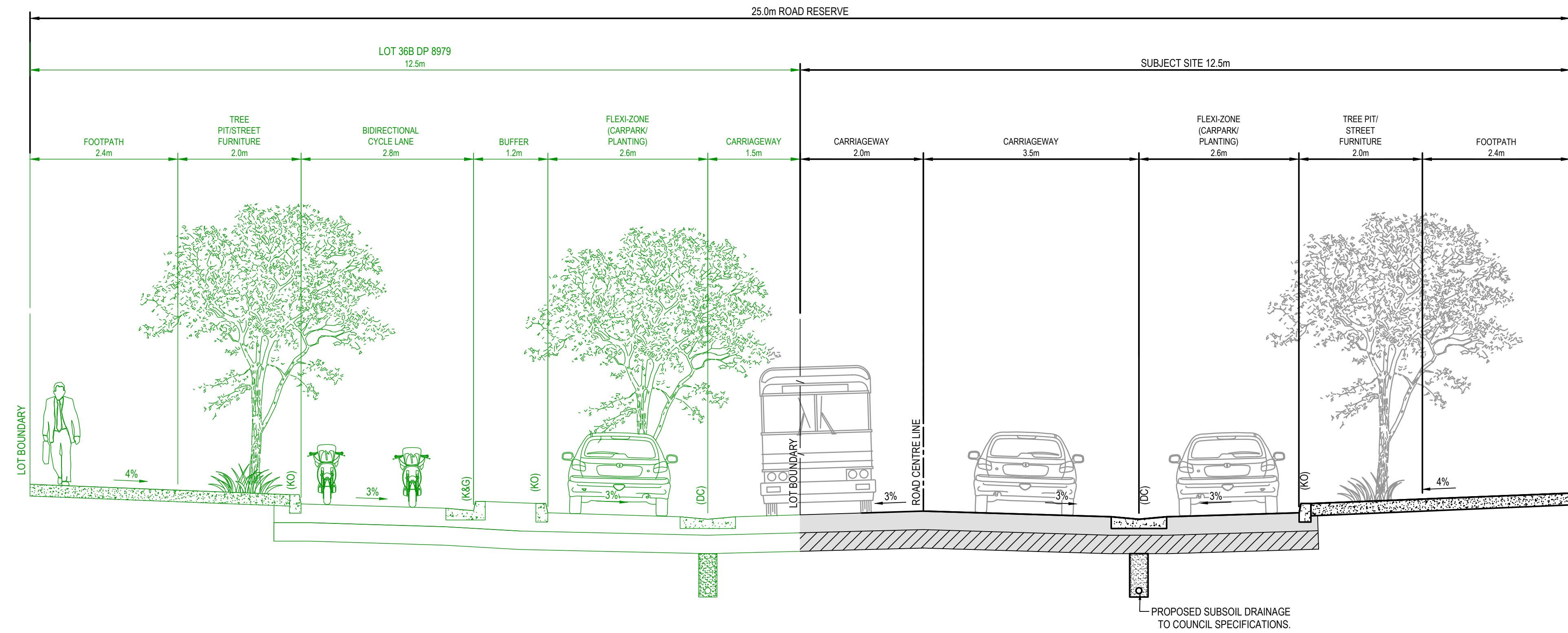
TELFORD CIVIL
CONSULTING CIVIL & STORMWATER ENGINEERS
Level 14, 32 Smith Street,
Parramatta NSW 2150
PO BOX 3579 Parramatta 2124
Email : info@telfordcivil.com.au
Phone : 02 7809 4931
Trading As : Telford Consulting Pty Ltd

Project
**173 -183 RICKARD ROAD, LEPPINGTON
PROPOSED COMMERCIAL MIXED USE DEVELOPMENT
CIVIL ENGINEERING PLANS
STATE SIGNIFICANT DEVELOPMENT APPLICATION**

Drawing Title	ROAD 1 - LONGITUDINAL AND TYPICAL CROSS SECTIONS			
Scale	A1 AS SHOWN	Project No. 23629	Dwg. No. 403	Issue A



ROAD 2 - TYPICAL CROSS SECTION
(CH 0.00 - CH 75.00)
SCALE 1:50



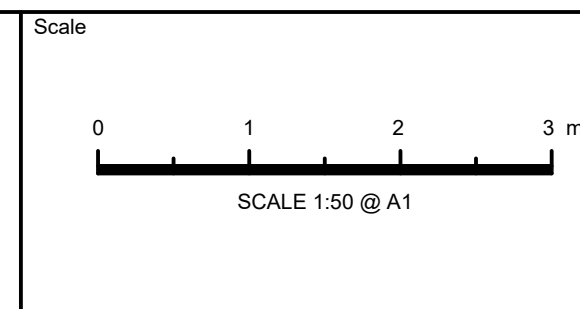
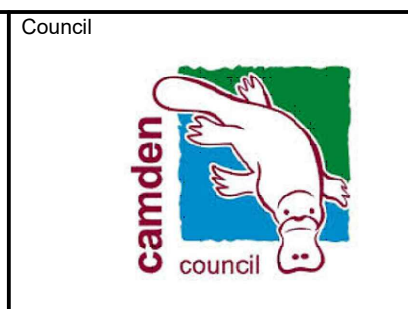
ROAD 2 - TYPICAL CROSS SECTION
(CH 75.00 - END)
SCALE 1:50

NOT FOR CONSTRUCTION

A	ISSUE FOR STATE SIGNIFICANT DEVELOPMENT APPLICATION	02/06/2026	S.A.F.	J.A.B.	
Issue	Description	Date	Design	Checked	
1	1cm at full size	10cm	20cm		

Certification By: Dr. Michel Chaya
B.E., M.E. (Res), Ph.D., F.I.E. Aust., CPEng,
Civil & Structural Engineer

Client
**LEPPINGTON (1)
88 DEVELOPMENT
PTY LTD**



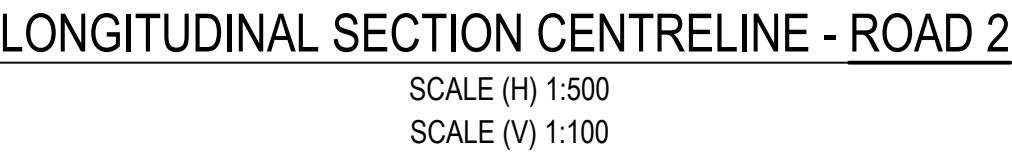
TELFORD CIVIL
CONSULTING CIVIL & STORMWATER ENGINEERS

Level 14, 32 Smith Street,
Parramatta NSW 2150
PO BOX 3579 Parramatta 2124

Email : info@telfordcivil.com.au
Phone : 02 7809 4931
Trading As : Telford Consulting Pty Ltd

Project
**173 -183 RICKARD ROAD, LEPPINGTON
PROPOSED COMMERCIAL MIXED USE DEVELOPMENT
CIVIL ENGINEERING PLANS
STATE SIGNIFICANT DEVELOPMENT APPLICATION**

Drawing Title	ROAD 2 - TYPICAL CROSS SECTIONS			
Scale	A1	Project No.	Dwg. No.	Issue
1:50		23629	404	A

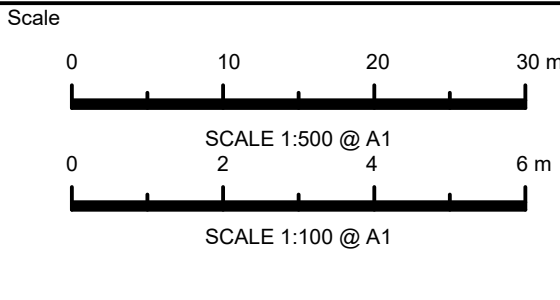
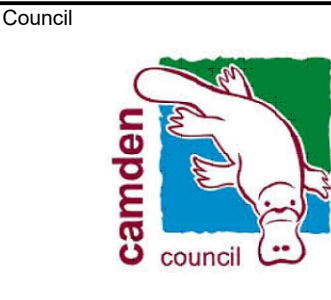


A	ISSUE FOR STATE SIGNIFICANT DEVELOPMENT APPLICATION	02/06/2026	S.A.F.	J.A.B.
Issue	Description	Date	Design	Checked
0	1cm at full size	10cm	20cm	

Certification By Dr. Michel Chaaya
B.E., M.E. (Res), Ph.D., F.I.E. Aust., CPEng.,
Civil & Structural Engineer

Client

LEPPINGTON (1)
88 DEVELOPMENT
PTY LTD



TELFORD CIVIL
CONSULTING CIVIL & STORMWATER ENGINEERS

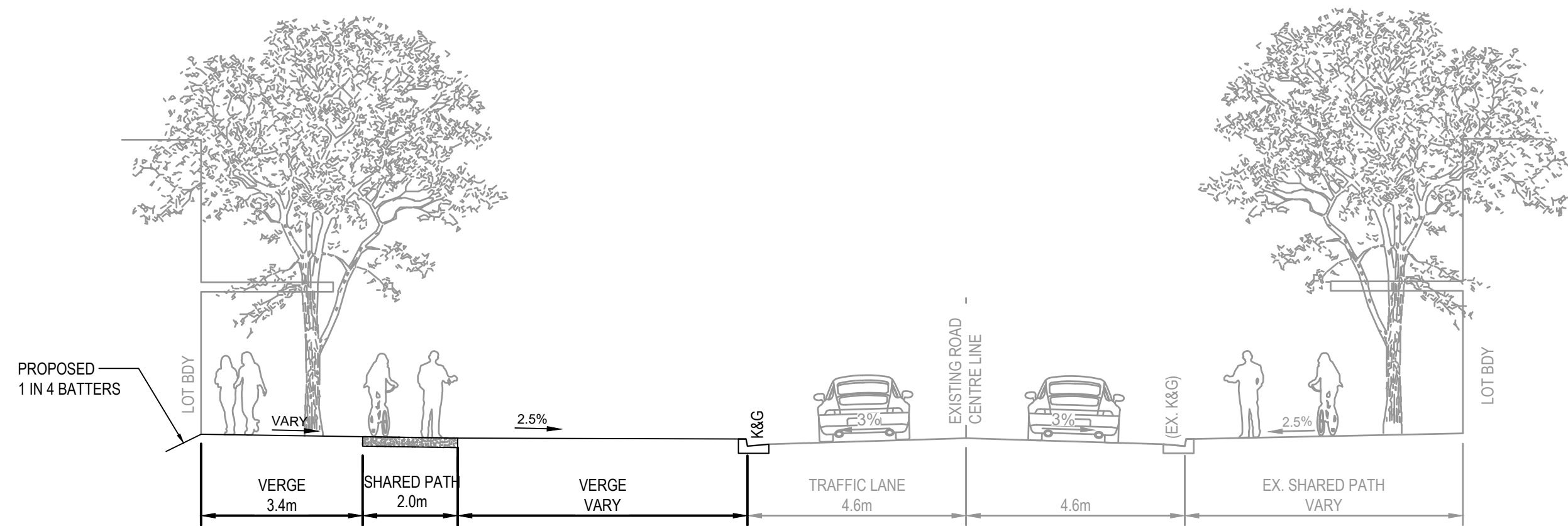
Level 14, 32 Smith Street,
Parramatta NSW 2150
PO BOX 3579 Parramatta 2124

Email : info@telfordcivil.com.au
Phone : 02 7809 4931
Trading As : Telford Consulting Pty Ltd

Project

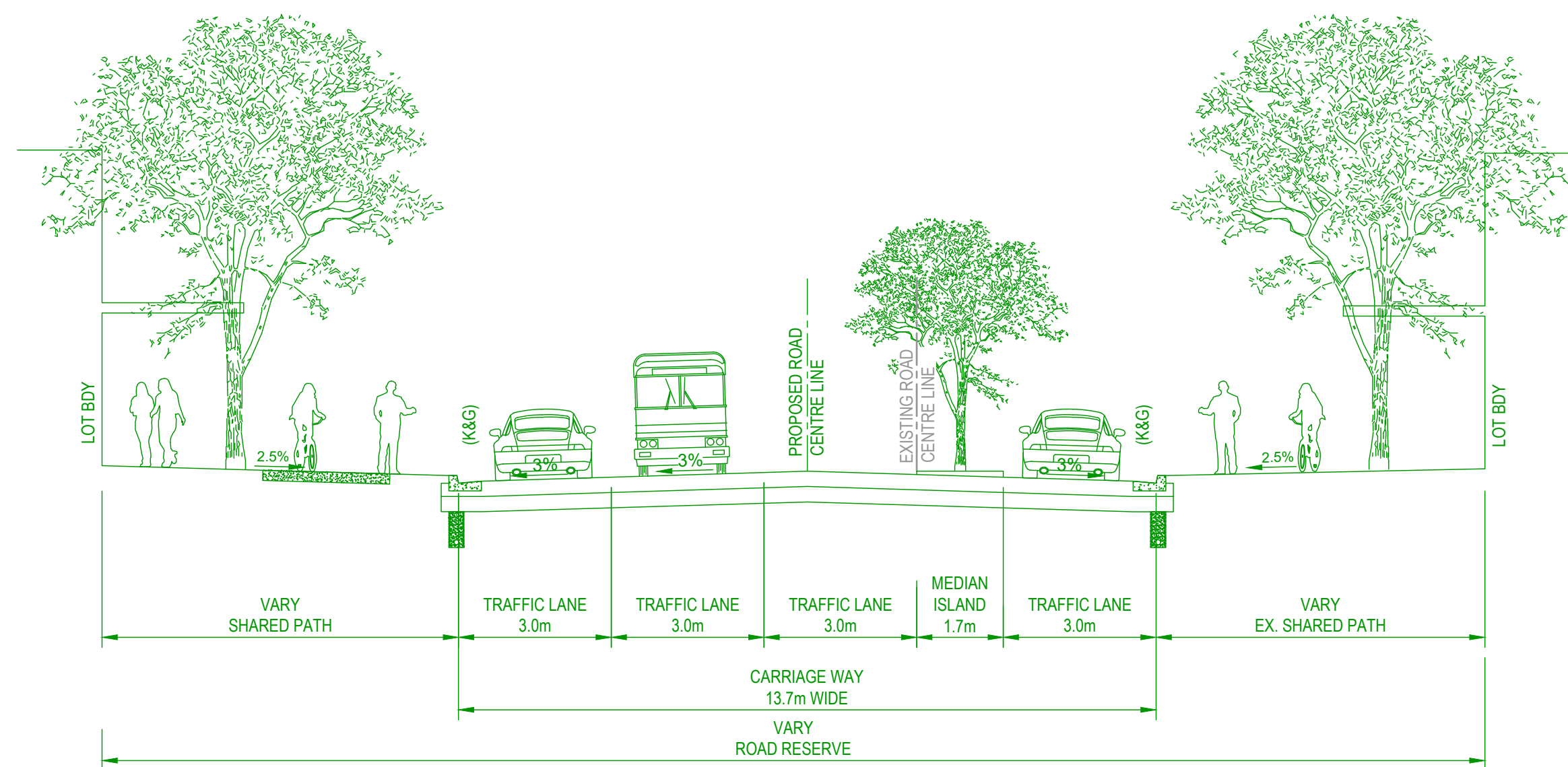
173 -183 RICKARD ROAD, LEPPINGTON
PROPOSED COMMERCIAL MIXED USE DEVELOPMENT
CIVIL ENGINEERING PLANS
STATE SIGNIFICANT DEVELOPMENT APPLICATION

Drawing Title			
ROAD 2 - LONGITUDINAL SECTION			
Scale	A1	Project No.	Dwg. No.
		23629	405
			Issue
			A



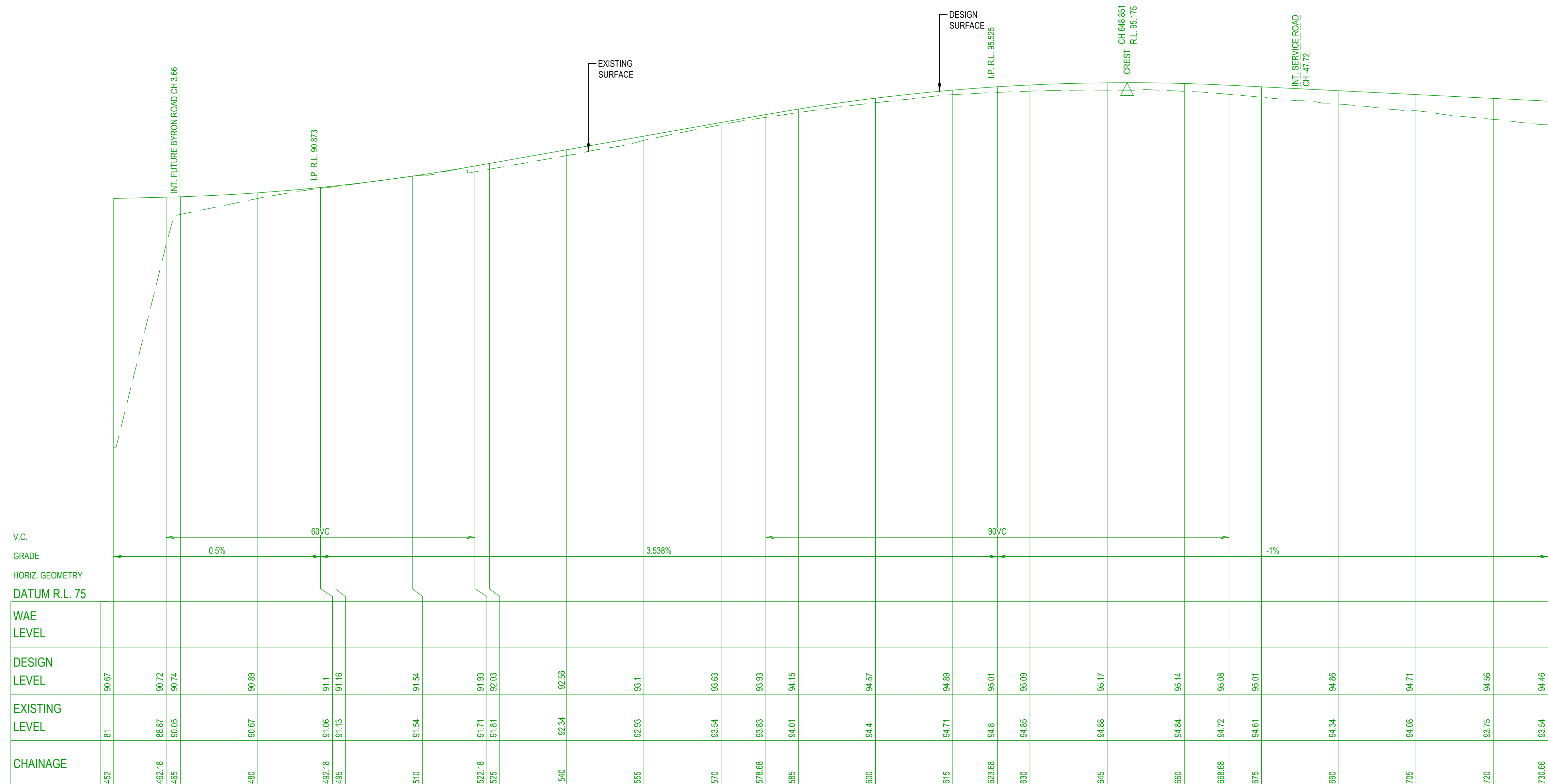
RICKARD ROAD - TYPICAL CROSS SECTION FOR ASSESSMENT PURPOSES ONLY,
AND NOT FOR APPROVAL

SCALE 1:100



RICKARD ROAD - POSSIBLE FUTURE RICKARD ROAD WORKS TO BE
CARRIED OUT BY OTHERS SHOWN FOR ASSESSMENT PURPOSES
ONLY, AND NOT FOR APPROVAL - TYPICAL CROSS SECTION

SCALE 1:100



LONGITUDINAL SECTION CENTRELINES - POSSIBLE FUTURE RICKARD ROAD WORKS TO BE CARRIED OUT BY OTHERS SHOWN
FOR ASSESSMENT PURPOSES ONLY, AND NOT FOR APPROVAL

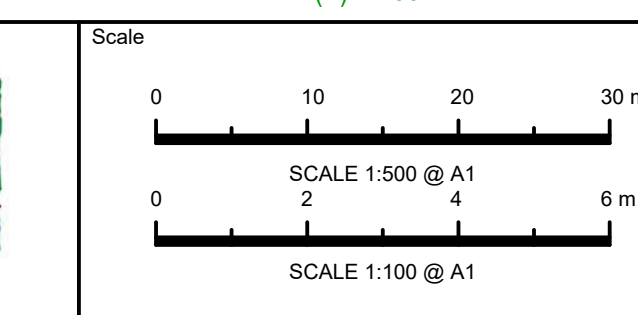
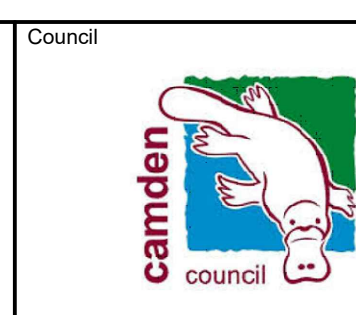
SCALE (H) 1:500
(V) 1:100

NOT FOR CONSTRUCTION

A	ISSUE FOR STATE SIGNIFICANT DEVELOPMENT APPLICATION	02/06/2026	S.A.F.	J.A.B.	
Issue	Description	Date	Design	Checked	
0	1cm at full size	10cm	20cm		

Certification By: Dr. Michel Chaya
B.E., M.E. (Res), Ph.D., F.I.E. Aust., CPEng.
Civil & Structural Engineer

Client
**LEPPINGTON (1)
88 DEVELOPMENT
PTY LTD**



TELFORD CIVIL
CONSULTING CIVIL & STORMWATER ENGINEERS
Level 14, 32 Smith Street,
Parramatta NSW 2150
PO BOX 3579 Parramatta 2124
Email : info@telfordcivil.com.au
Phone : 02 7809 4931
Trading As : Telford Consulting Pty Ltd

Project
**173 -183 RICKARD ROAD, LEPPINGTON
PROPOSED COMMERCIAL MIXED USE DEVELOPMENT
CIVIL ENGINEERING PLANS
STATE SIGNIFICANT DEVELOPMENT APPLICATION**

Drawing Title	RICKARD ROAD - LONGITUDINAL AND TYPICAL CROSS SECTIONS			
Scale	A1 AS SHOWN	Project No. 23629	Dwg. No. 406	Issue A

LEGEND

	EXISTING LOT BOUNDARY		PROPOSED CONCRETE FOOTPATH SHOWN FOR ASSESSMENT PURPOSES ONLY, NOT FOR APPROVAL		PROPOSED GIVE WAY LINE (USED OF RIGHT SIDE OF ROAD) WITHIN THE RICKARD ROAD RESERVE ARE SHOWN FOR ASSESSMENT PURPOSES ONLY, AND NOT FOR APPROVAL
	WORKS WITHIN THE RICKARD ROAD RESERVE ARE SHOWN FOR ASSESSMENT PURPOSES ONLY, AND NOT FOR APPROVAL		PROPOSED SIGN POST WITHIN THE RICKARD ROAD RESERVE ARE SHOWN FOR ASSESSMENT PURPOSES ONLY, AND NOT FOR APPROVAL		SP2 ZONE EXTENT
	PROPOSED ROAD PAVEMENT		PROPOSED BARRIER LINES WITHIN THE RICKARD ROAD RESERVE ARE SHOWN FOR ASSESSMENT PURPOSES ONLY, AND NOT FOR APPROVAL		B3 ZONE EXTENT
	EXISTING ROAD PAVEMENT		PROPOSED GIVE WAY LINE (USED WITH SIGNS) WITHIN THE RICKARD ROAD RESERVE ARE SHOWN FOR ASSESSMENT PURPOSES ONLY, AND NOT FOR APPROVAL		
	FUTURE ROAD PAVEMENT				
	ROAD PAVEMENT SHOWN FOR ASSESSMENT PURPOSES ONLY, NOT FOR APPROVAL				
	EXISTING CONCRETE FOOTPATH				
	PROPOSED CONCRETE FOOTPATH				

LINEMARKING LEGEND

LINE TYPE	USE	DIMENSIONS (m) (FOR DIMENSIONS SHOWN * SEE MARKER SPACING COLUMN.)	COLOUR	RAISED MARKER TYPE	MARKER SPACING (m) NORMAL SPACING (A) ALTERNATIVE SPACING (B)
BL2	1. REPLACES DIVIDING (SEPARATION) LINE IF RESTRICTED SIGHT DISTANCE FOR BOTH DIRECTIONS 2. APPROACH TO MEDIAN ISLAND OR 3. APPROACHES TO A PEDESTRIAN CROSSING		WHITE		12 12
TB	GIVE WAY LINE (USED WITH SIGNS)		WHITE	NOT REQUIRED	- -
TB1	TRAM LANE LINE		WHITE	NOT REQUIRED	- -

