

The Design Partnership

**CRIME PREVENTION THROUGH
ENVIRONMENTAL DESIGN (CPTED) REPORT**

**LEPPINGTON CIVIC CENTRE
173-183 RICKARD ROAD, LEPPINGTON**

**State Significant Development Application (SSDA)
SSD-99319962**

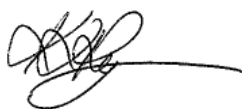
May 2026

Leppington (1) 88 Development Pty Ltd

Crime Prevention Through Environmental Design (CPTED) Report
Site A - 173-183 Rickard Road, Leppington NSW.
(SSDA) SSD-99319962

PROJECT NUMBER: 24.014

PREPARED BY



Kristine Cianci | Managing Director, Architect & CPTED consultant.

Quality Control Plan				
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Contents

1.0	Executive Summary	4
2.0	Introduction	5
3.0	The Wider Context	10
4.0	The Proposed Development.....	17
5.0	Crime Risk Assessment Summary	24
6.0	CPTED Principles, Assessment and Recommendations.....	40
7.0	DCP Compliance.....	56
8.0	Conclusion	57
9.0	References.....	58
	Appendix A Design Drawings	
	Appendix B Crime Risk Assessments (CRA)	

1 Executive Summary

This Crime Prevention Through Environmental Design (CPTED) Report has been prepared to support the State Significant Development Application (SSDA) for Site A at 173–183 Rickard Road, Leppington.

The Leppington Civic Centre comprises a mixed-use development including a shopping centre podium, hotel and eight buildings above and adjacent to the podium structure. The development forms part of the emerging Leppington Town Centre and is located adjacent to the Leppington railway station.

Leppington is undergoing significant urban transformation from a semi-rural landscape to a higher-density urban centre. This transition is expected to generate increased pedestrian and vehicle movement, changing patterns of activity and evolving social dynamics associated with the growth of the town centre and transport hub. Crime data identifies elevated risks relating to motor vehicle theft and steal from motor vehicle offences within the broader area, reinforcing the importance of surveillance, lighting, territorial reinforcement and access control within mixed-use developments.

At a precinct level, the Civic Centre masterplan and building design is capable of achieving good CPTED outcomes, provided that key interfaces, movement corridors, public domain connections, basement access arrangements and communal spaces continue to be well designed during construction documentation phase and future ongoing management.

The proposal introduces a complex mixed-use typology incorporating residential, retail, entertainment and hotel uses. This increases the importance of clearly distinguishing between public, semi-public and private areas, particularly where residential lobbies, communal spaces and parking areas interface with publicly accessible components of the development. Careful management of surveillance, access control, wayfinding and operational arrangements will therefore be critical to reducing ambiguity, supporting resident safety and minimising opportunities for unauthorised access.

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 contained within this report.

Subject to the implementation of recommendations relating to landscape design, lighting, surveillance, maintenance, access control and operational management, the development is capable of achieving good CPTED outcomes and providing a safe, legible and well-managed mixed-use 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 Leppington (1) 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-99319962. The development is located at 173-183 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 project seeks detailed development consent for the construction of a mixed-use development to deliver Leppington Civic Centre, comprising shop top housing to support residential development and commercial land uses at 173-183 Rickard Road, Leppington.

Specifically, the SSDA seeks consent for:

- Demolition and earthworks to prepare the site for future development.
- Delivery of new roads and approximately 6,500 sqm of open space.
- Construction of 8 residential buildings to accommodate a total of 1493 units, comprising of:
 - Build to Sell Apartments: 864
 - Build to Rent Apartments: 412
 - Affordable Apartments 217 (representing circa 15% of total residential yield)
- Delivery of a 156-key hotel (non-residential).
- Approximately 40,500 sqm of non-residential Gross Floor Area (GFA).
- Loading and car parking facilities on the lower ground and basement levels.

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 Leppington Civic Centre and Leppington Town Centre, generally in accordance with the Leppington Town Centre State-Assessed Rezoning Proposal (SARP).

2.1.1 Detailed Project Description and Proposed Works

The proposal seeks consent for:

Approval of a Concurrent Rezoning Amendment: To facilitate the built form proposed under SSD-99319962, 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 broad 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 B3 Commercial Centre to MU1 Mixed Use.
- Amend Clause 4.3 to increase the height of buildings control from 24m to 138.5m.
- Introduce a floor space ratio control of 5.8:1 for the entire site, equates to approximately 188,000sqm of GFA.
- Incorporating a site-specific provision, requiring the provision of a minimum of 6,500sqm of public open space

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 separate lots and road reserves.
- Bulk earthworks and civil infrastructure works across the site.
- Construction of an internal street (road) network.
- Construction of 8 residential buildings to accommodate a total of 1493 units, comprising of:
 - Build to Sell Apartments: 864
 - Build to Rent Apartments: 412
 - Affordable Apartments 217 (representing circa 15% of total residential yield)
- Delivery of approximately 40,500m² of non-residential floor space, including:
 - Hotel (with ancillary function spaces)
 - Centre-based child care facility, accommodating approx. 70 children.
 - Pub (licensed)
 - Shop – neighbourhood supermarket, discount department store (DDS), other retail
 - Retail liquor store
 - Food and beverage premises
 - Vehicle repair station – Tyre and auto, carwash
 - Recreation facility (indoor) – Indoor swim school, Gym
- Delivery of retail and residential parking spaces across seven (7) basement levels
- Delivery of an active and connected public domain, including:
 - Approximately 6,500sqm of public open space in the form of north-south and east-west linear parks that connect with the broader town centre.
 - communal open space for all residential occupants 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.

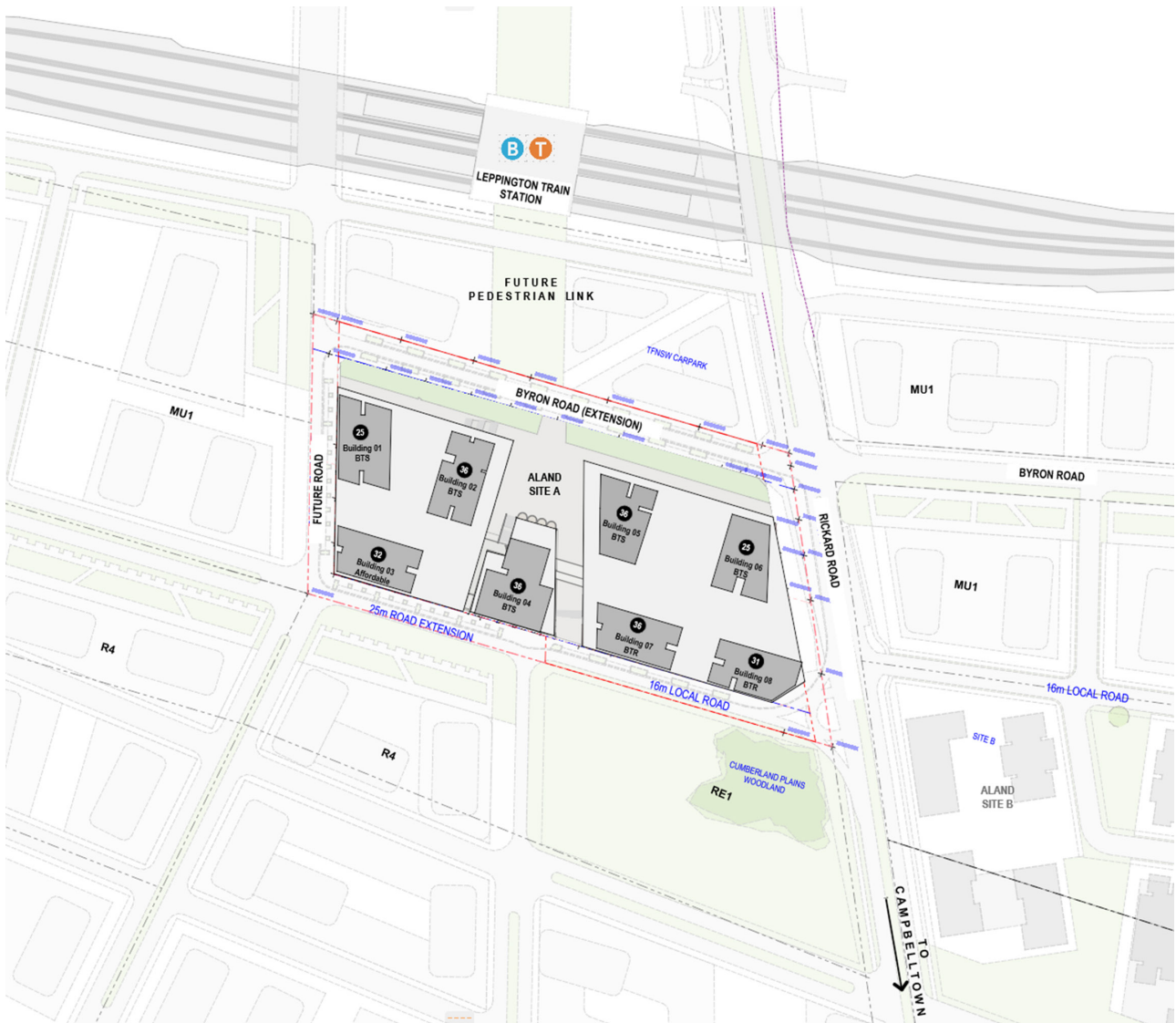


Figure 1 SSDA – Proposed Works

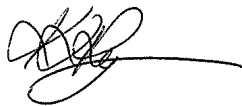
2.1.2 Secretary's Environmental Assessment Requirements (SEARs)

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 56.

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.

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 growth areas in Western Sydney. Historically, the suburb was characterised by agricultural land, market gardens and a rural lifestyle.

Leppington forms part of the NSW Government's South West Growth Area and broader plans for the Western Parkland City. In 2015, the opening of Leppington railway station as part of the South West Rail Link established the foundations for significant urban growth, improving connectivity between the south-west and the wider Sydney metropolitan area.

The urban transformation of Leppington involves large areas of farmland being rezoned for residential, commercial and industrial development, supported by new master-planned communities and major infrastructure investment. Future development will accommodate a diverse population across a range of housing typologies, supported by new schools, healthcare services, retail and commercial precincts, public open space and recreational facilities.

Leppington's evolution is closely tied to the Greater Sydney Commission's vision for a polycentric city, where Leppington forms part of the Western Parkland City and develops as a strategic centre providing employment, services and amenities for the surrounding region. The area will also benefit from the future Western Sydney International Airport (Nancy-Bird Walton Airport).

While the suburb is embracing urbanisation, there are ongoing efforts to retain aspects of its rural character and local identity. Community engagement remains an important part of the planning process to ensure that future development responds to both long-standing residents and the emerging community.

The adjoining Site B is proposed as a predominantly residential precinct (subject to a separate SSDA), which will contribute to a more consistent level of activity across the day and evening through a permanent residential population in addition to visitors accessing the retail and transport interchange.

Site A will provide retail, commercial, hotel and residential uses that support the emerging town centre and surrounding community. As activity and movement increase across the precinct, clearly defined residential addresses, strong passive surveillance and well-resolved transitions between public and private spaces will become increasingly important to support safety, legibility and long-term management outcomes.

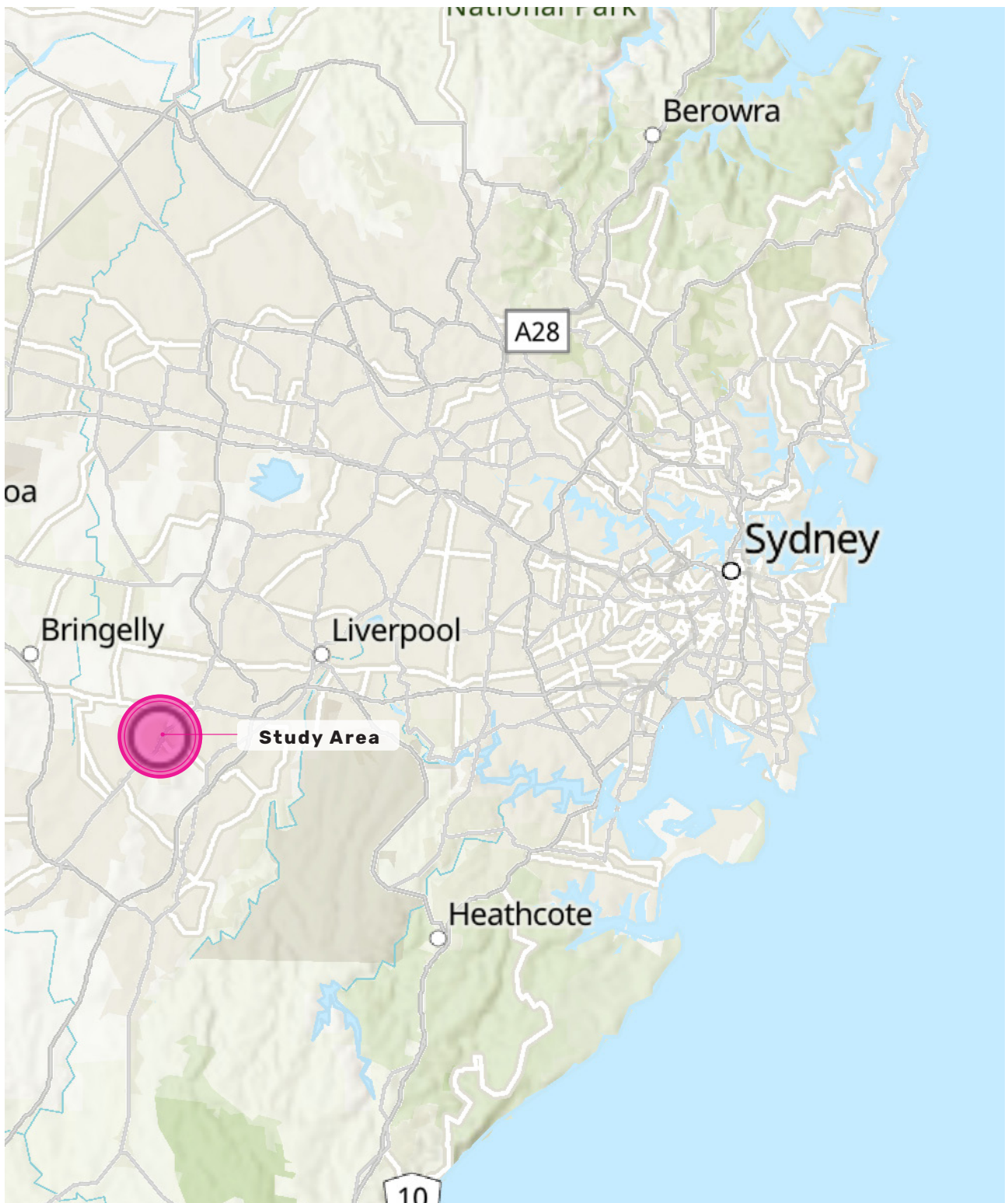


Figure 2: Leppington, situated west of Sydney CBD (ArcGIS 2026)

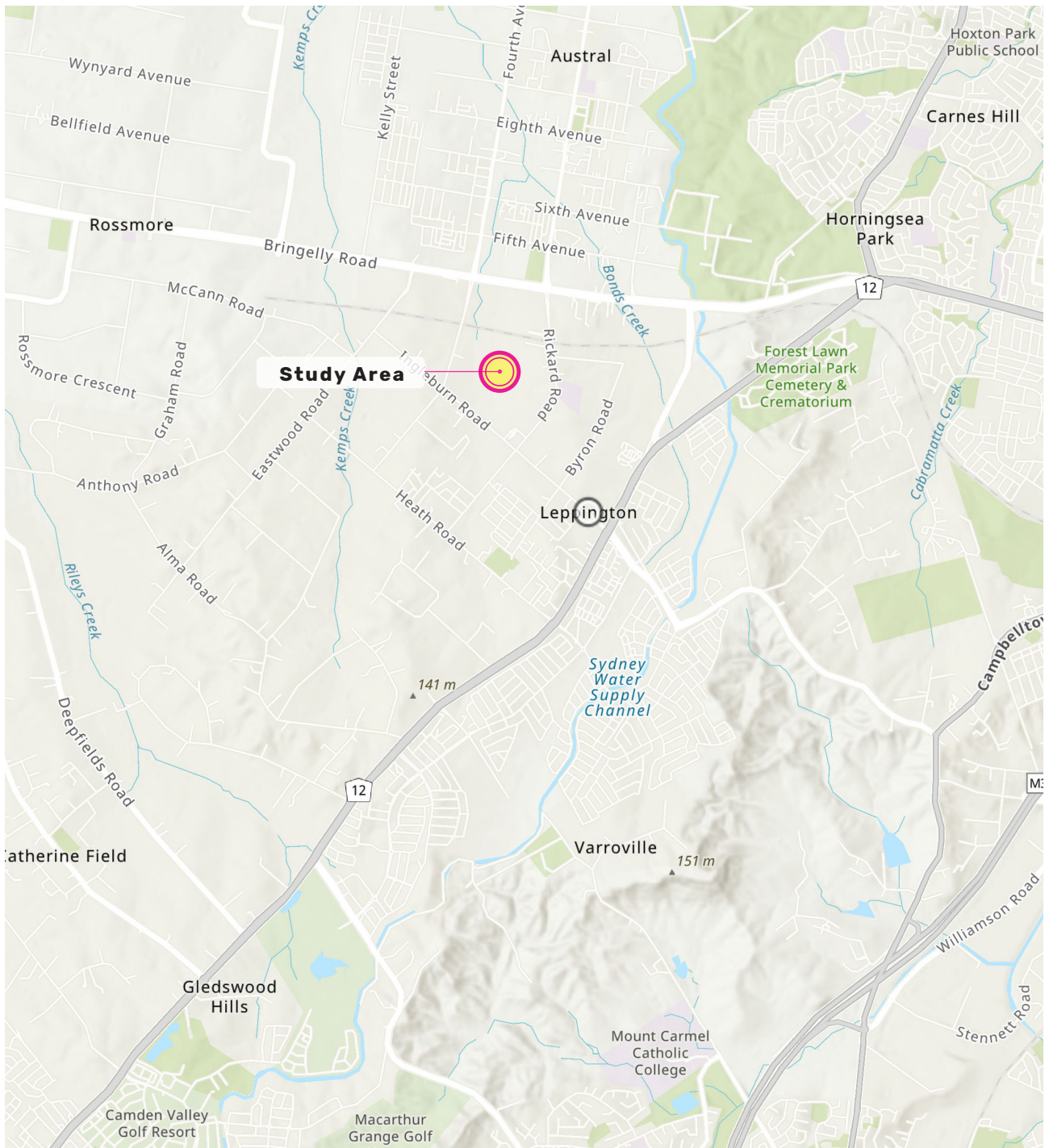


Figure 3 : Proposed subject development, located in Leppington, situated south of Bringelly Road (ArcGIS 2026)

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 5). 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%	

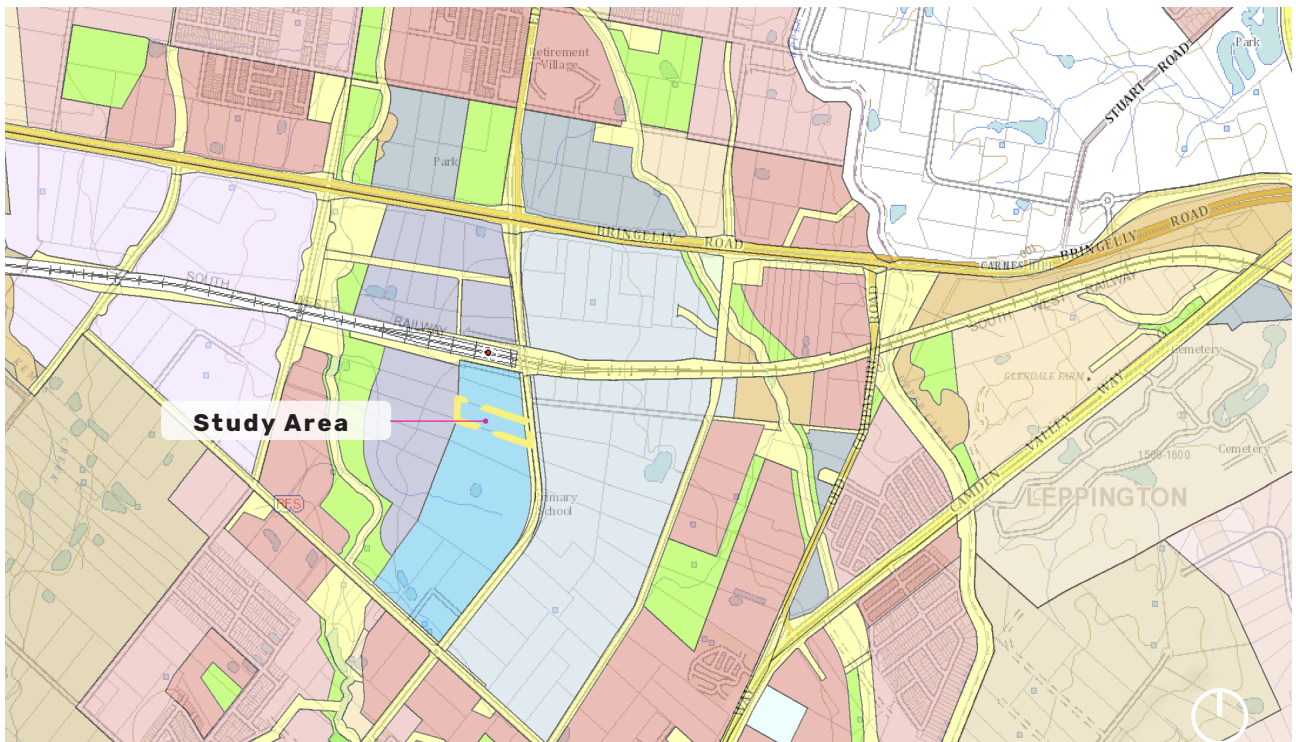


Figure 4: Leppington Land Zoning Map (Spatialviewer 2026)

The subject site is zoned B3 Commercial Core. B4 Mixed use is proposed to the west of the proposed development and R3 Medium Density further to the west. The Leppington train station is situated to the north of the proposed development.

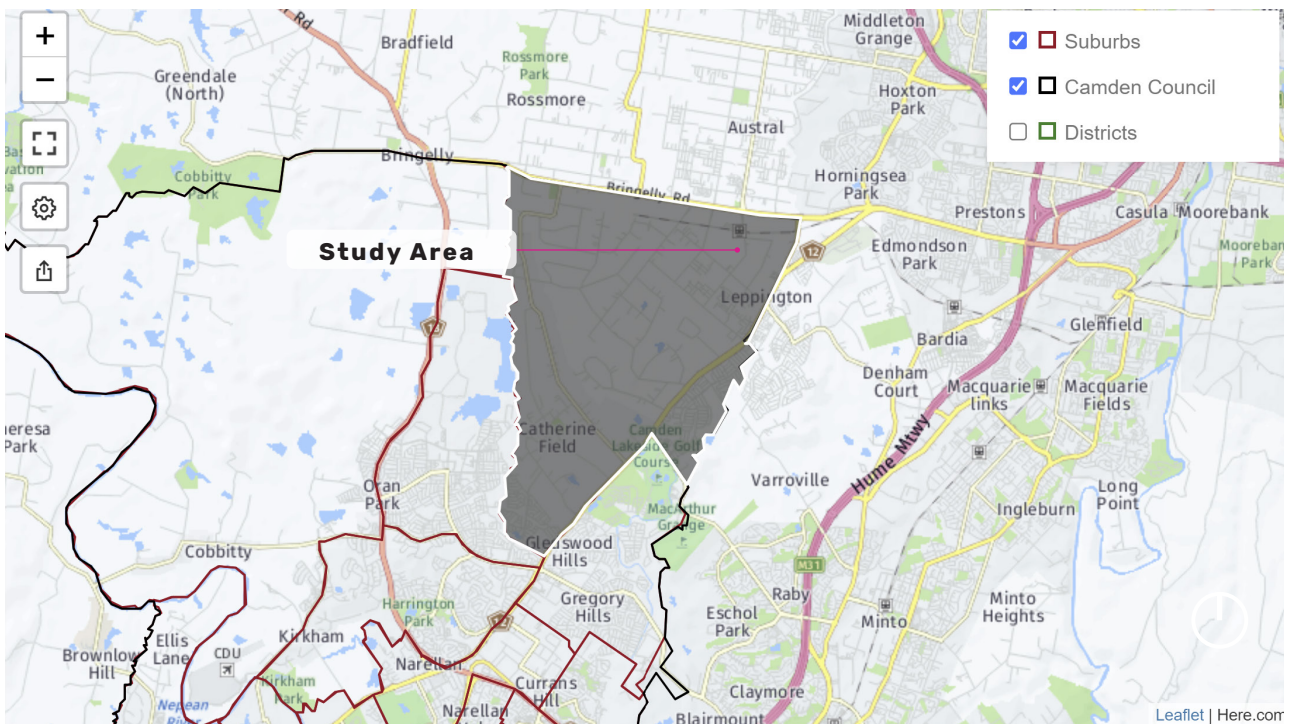


Figure 5: Profile Id catchment (ProfileID 2026)

Leppington - Rossmore - Catherine Field Catchment (dark grey) within the Camden Council LGA.

4 The Proposed Development

The proposed development comprises a large-scale mixed-use precinct containing eight buildings above a shared podium and basement parking structure within the emerging Leppington Town Centre.

The residential and hotel component of the development includes the delivery of 8 residential buildings to accommodate a total of 1493 units, comprising of:

- Build to Sell Apartments: 864
- Build to Rent Apartments: 412
- Affordable Apartments 217 (representing circa 15% of total residential yield)
- Delivery of a 156-key hotel (non-residential).

The proposal also includes approximately 40,500m² of non-residential floor space comprising:

- Centre-based child care facility, accommodating approx. 70 children.
- Pub (licensed)
- Shop – neighbourhood supermarket, discount department store (DDS), other retail
- Retail liquor store
- Food and beverage premises
- Vehicle repair station – Tyre and auto, carwash
- Recreation facility (indoor) – Indoor swim school, Gym

Residential and retail car parking spaces are proposed across seven (7) basement parking levels. Residential and retail parking areas are separated.

The development also delivers an active and connected public domain network, including approximately 6,500m² of public open space in the form of north-south and east-west linear parks that connect to the broader town centre, as well as communal open space for residents and visitors. Additional works include street landscaping, tree planting, public domain improvements and building signage to support wayfinding and building identification throughout the precinct.

Table 3 - Summary of Uses and indicative hours of operation

Use	Hours
Shopping Centre - Retail	Centre operation hours 9am - 9pm
Major Supermarket	7am - 10pm
Major discount store	8am - 10pm
Speciality Retail	9am - 9pm
Food & Beverage (F&B)	11am - 9pm Friday to Saturday extension of trade to 11pm
Pub (licensed premises)	TBC
Car Wash	TBC
Liquor Store	TBC
Childcare Centre	TBC
Gym /Fitness	TBC
Swim School	TBC
Parking	TBC
Hotel	
Foyer/Reception	24 hours
Parking	24 hours
Residential	
Residential Units	Private
Residential Communal Open Space	24 Hours

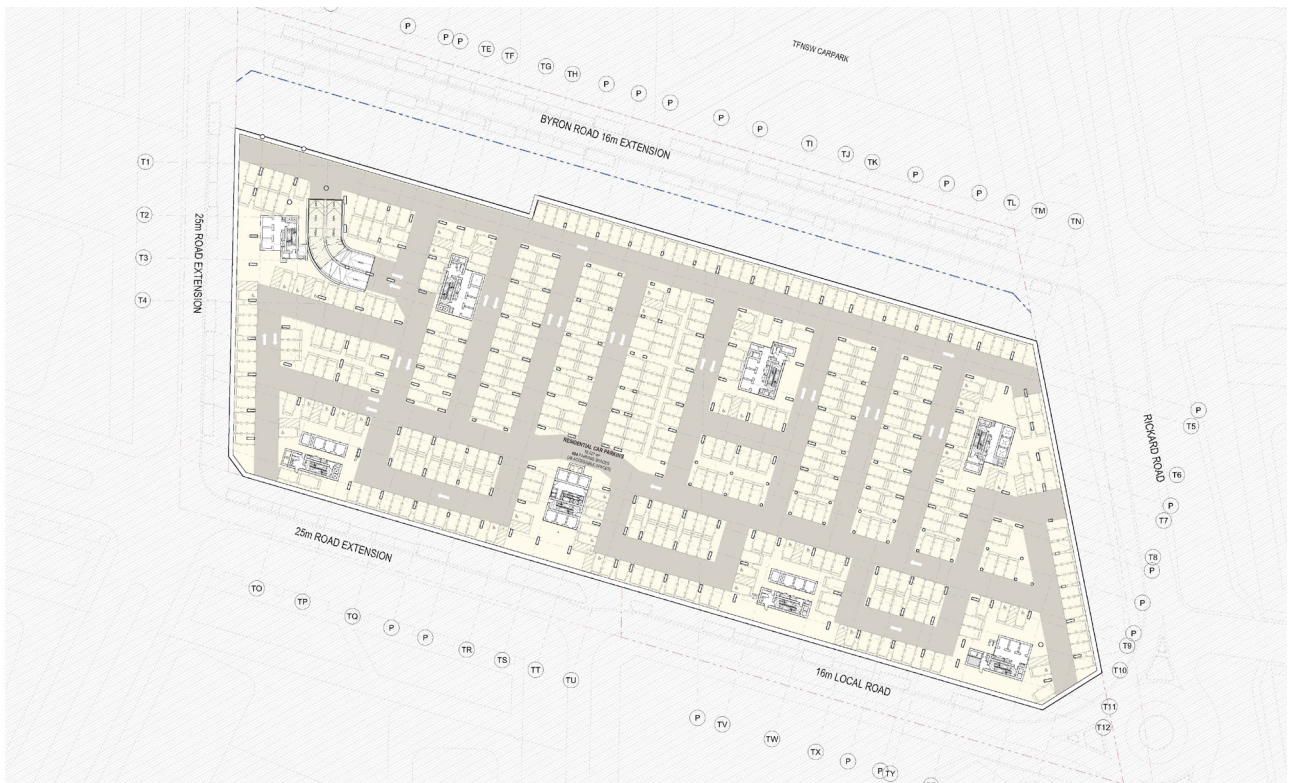


Figure 6: Basement 5 -Residential Parking Level (similar to B3 and B4 residential levels) (DKO Architects 2026)



Figure 7 : Basement 2 - Retail Parking Level (DKO Architects 2025)

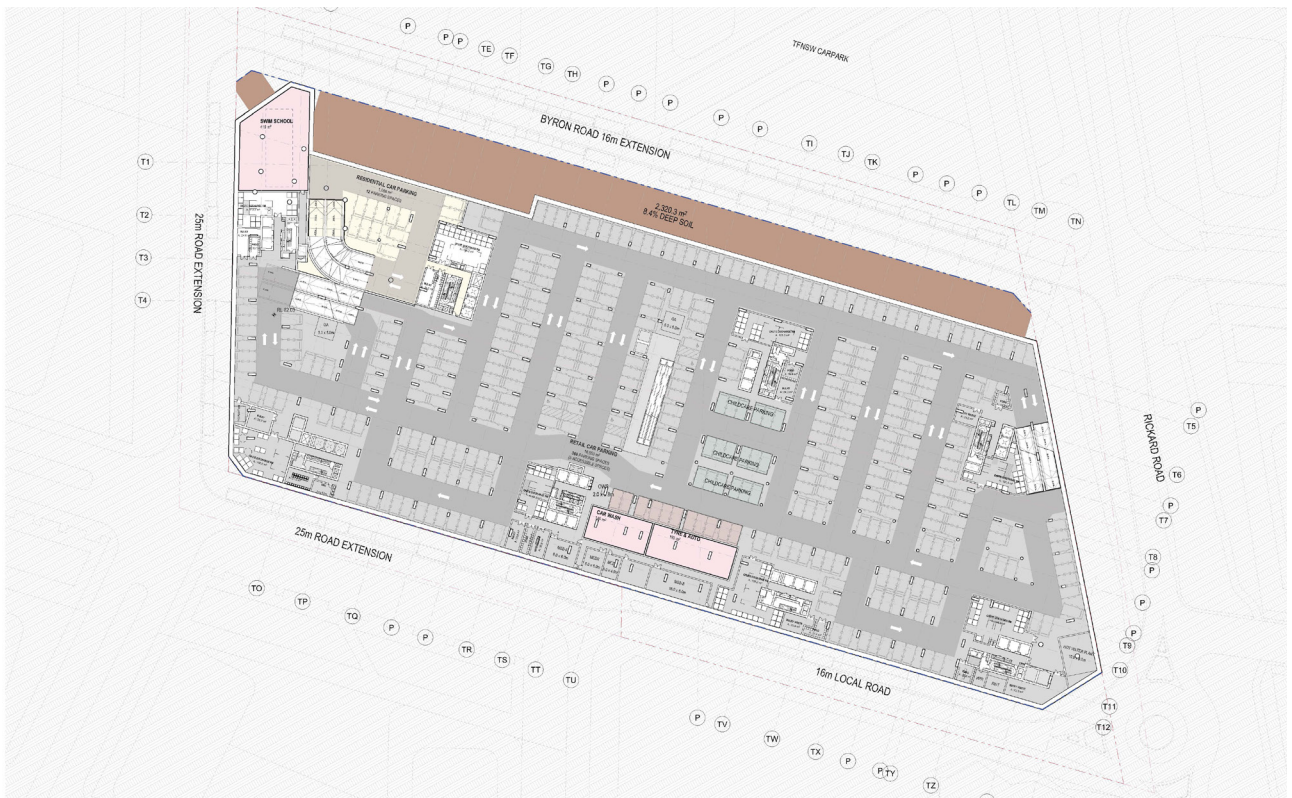


Figure 8: Basement 1 - Retail Parking Level and Tyre and Auto, Carwash and Swim School (DKO Architects 2026)

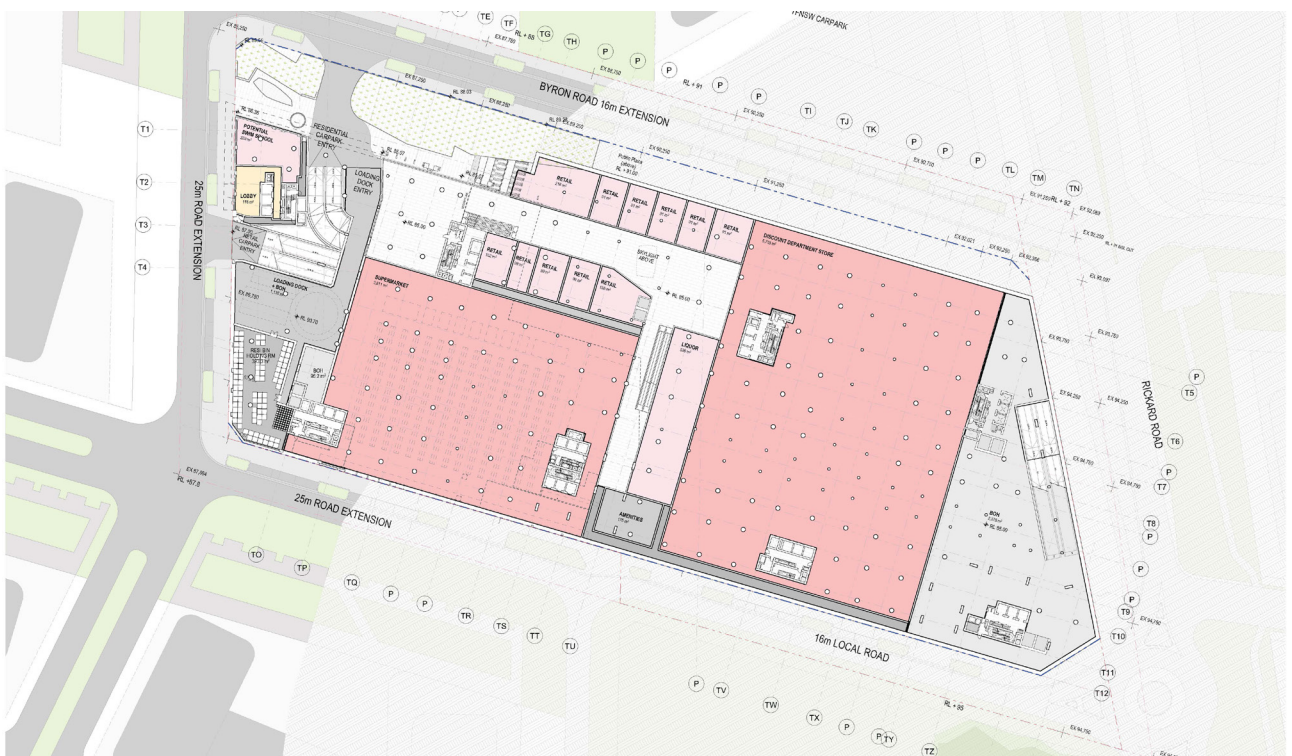


Figure 9 : Lower Ground Floor - Shopping Centre entry from Byron Road (DKO Architects 2026)

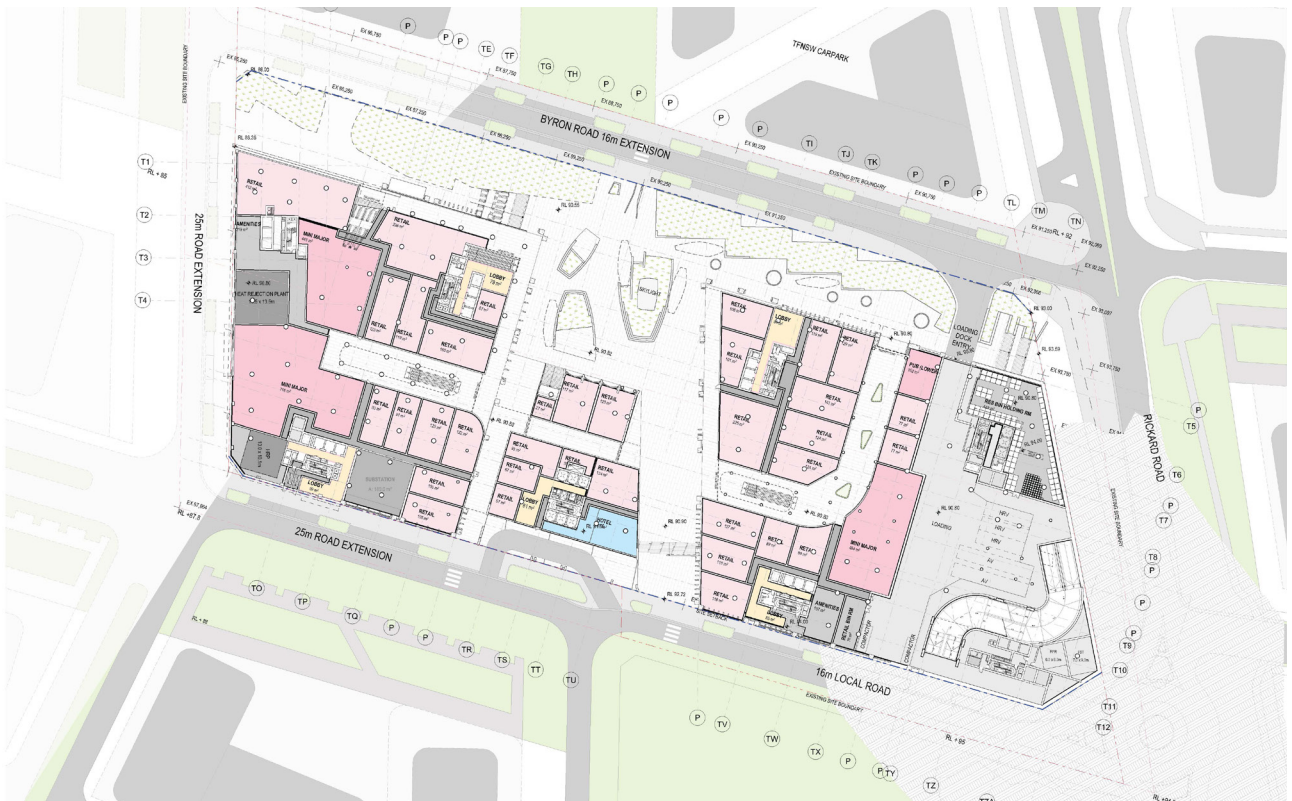


Figure 10: Ground Floor Level - Retail, hotel and residential entries and carpark entry. Pedestrian access from southern local road (DKO Architects 2026)



Figure 11: Upper Ground Level - retail and hotel (DKO Architects 2026)



Figure 12 : Level 1 - retail, entertainment, residential floors and hotel rooms (DKO Architects 2026)



Figure 13 : Level 2 - Residential, hotel and residential communal open space (DKO Architects 2026)



Figure 14 : Level 3 -11 - Residential floors and hotel rooms (DKO Architects 2026)



Figure 15 : Level 13-25 - Residential floors (DKO Architects 2026)



Figure 16 : View from Byron Road towards the proposed open space and hotel (DKO Architects 2026)



Figure 17 : View from the new southern road looking towards the hotel (DKO Architects 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

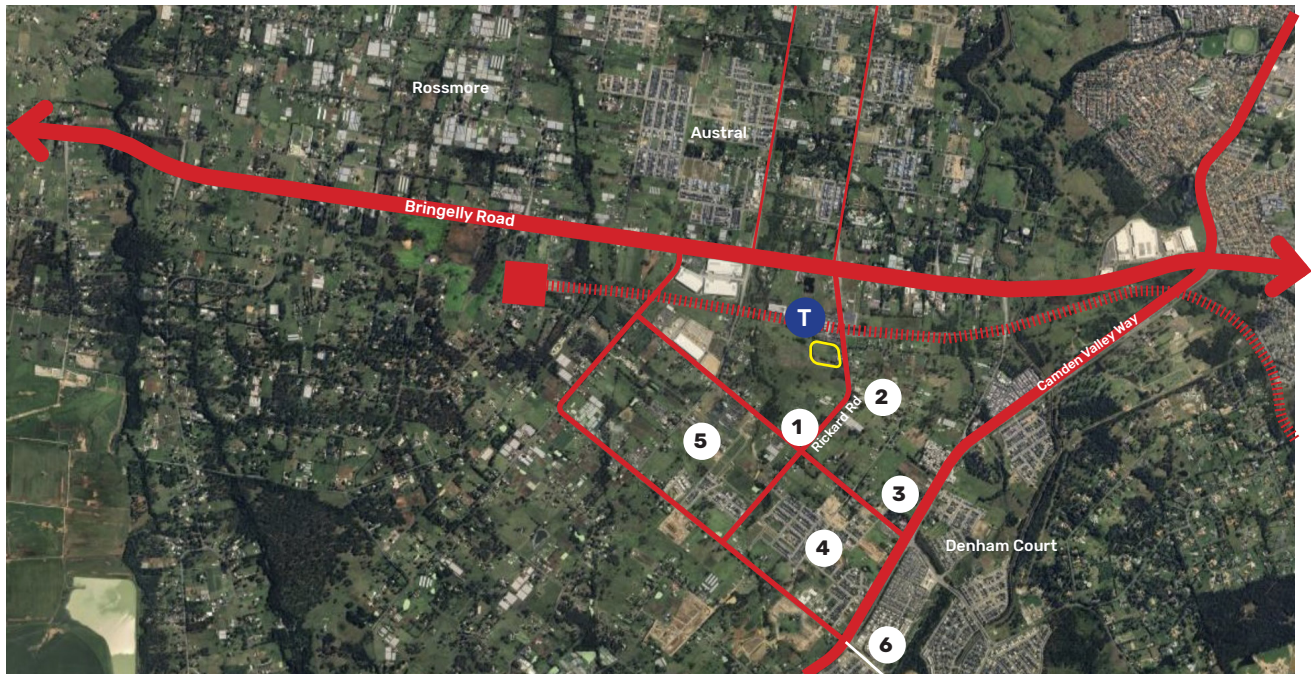


Figure 18: Summary Context Analysis (Google Earth/ TDP 2026).

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 Premises
- 4 New residential - low density
- 5 Mix of existing agricultural uses and new low density residential.
- 6 Willowdale Shopping Centre and Willowdale Hotel
- 7 Leppington Anglican College
-  Subject site.
-  Primary Movement network
-  Train Line
-  Leppington Train Station

5.2 Development Analysis

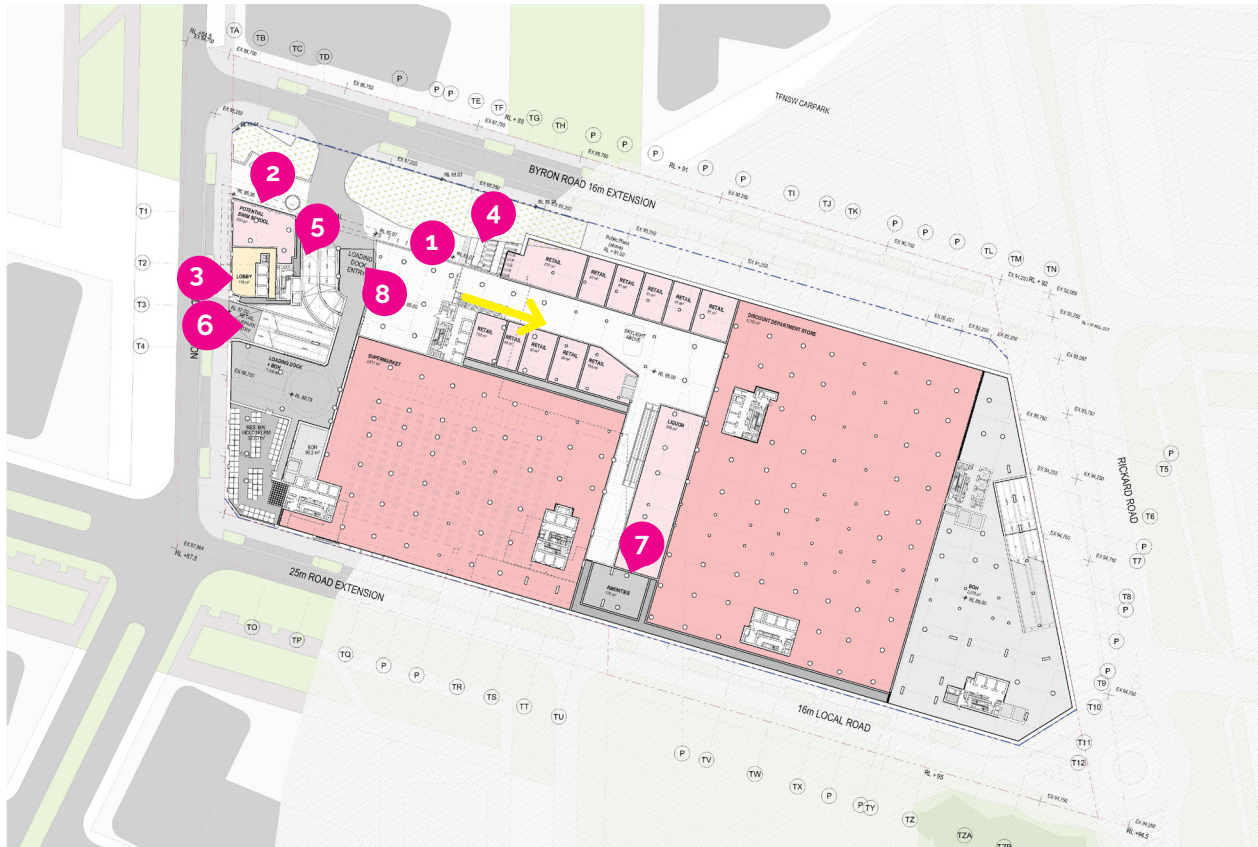


Figure 19: Lower Ground Floor Analysis (Google Earth/ TDP 2026).

- | | |
|--|---|
| <p>1 Pedestrian entry to supermarket and discount store. Floor capable of being secured at night after hours.</p> <p>2 Pedestrian entry into the Swim School which is located in the basement below.</p> <p>3 Residential lobby entry from the western road. Has the opportunity to be a distinct entry unique to the shopping centre.</p> <p>4 Stairs up to Ground Floor from Lower Ground Floor. Stairs should be designed so they do not create a concealment space under the stairs.</p> | <p>5 Separate residential entry to the residential basement parking levels (B3-5). Secure gate is needed and should be secured at all times.</p> <p>6 Retail basement carpark entry from the western road. Secure gate is needed and should be secured when the centre closes.</p> <p>7 Amenities should be able to be secured when the centre closes. Position the women's bathroom's before the mens so that women don't need to walk past mens bathrooms.</p> <p>8 Loading dock - secure gate is needed and secured when loading dock is not in use.</p> |
|--|---|

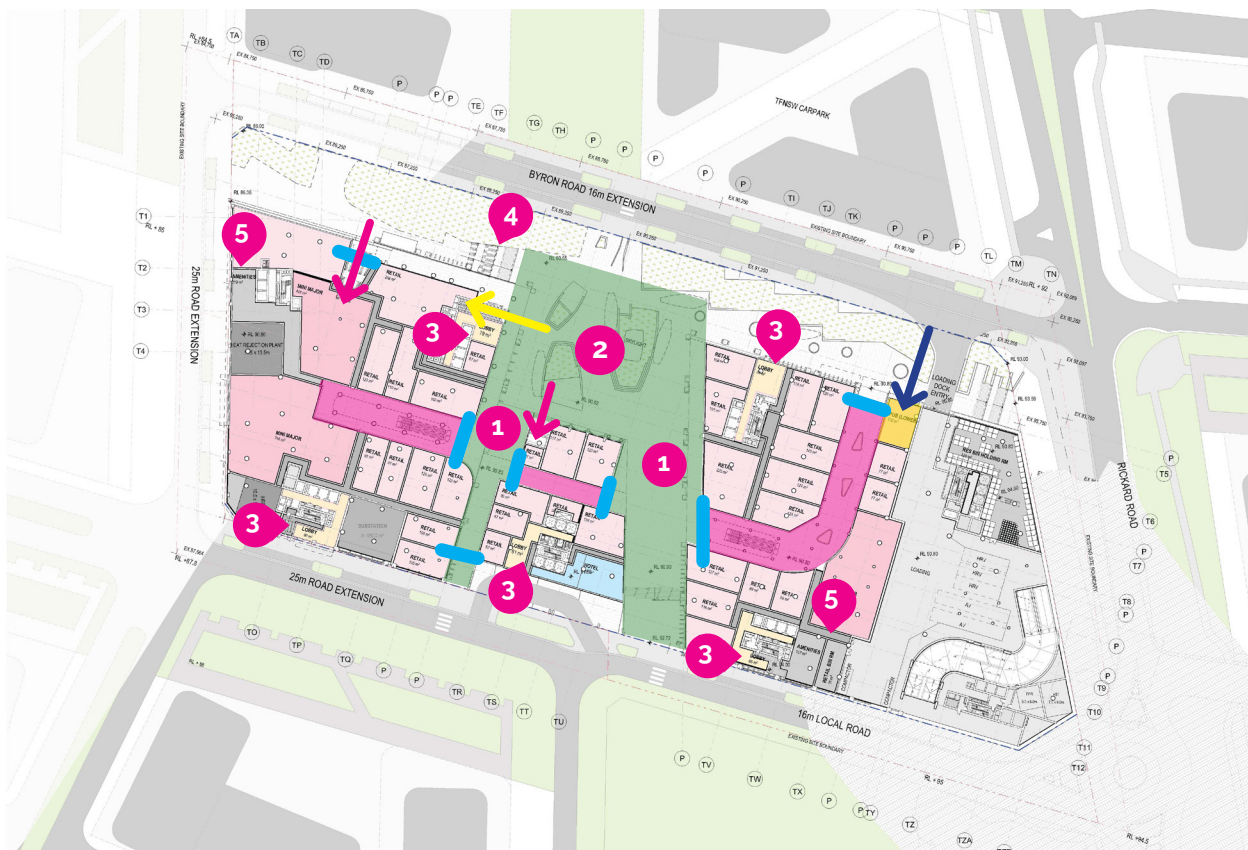


Figure 20: Ground Floor Analysis (Google Earth/ TDP 2026).

- | | |
|--|--|
| <p>1 Publicly accessible spaces should use materials that reduce the risk of graffiti and make it harder to remove.</p> <p>2 Publicly accessible spaces should have landscaping that is designed and maintained to avoid areas of concealment and entrapment.</p> <p>3 Residential lobbies have the opportunity to be distinct entries, unique to the shopping centre.</p> <p>4 Stairs up to Ground Floor from Lower Ground Floor. Stairs should be designed so they do not create a concealment space under the stairs.</p> <p>5 Amenities are located within the retail secured area (pink and blue line)
Position the women's bathroom's before the mens so that women don't need to walk past mens bathrooms.</p> | <p> Publicly accessible pedestrian through site link. 24 hours access.</p> <p> Secured retail space. Can be secured after hours. Amenities (5) are located within this zone. Escalators to the floors above are secured within this zone.</p> <p> Blue line indicates the after hours secure line</p> <p> Pedestrian access to levels above are proposed to be secured after trading hours to prevent unauthorised access to Upper Ground and Level 1.</p> <p> Escalator down to Lower Ground Floor is proposed to be secured after trading hours to prevent unauthorised access.</p> <p> Entry to the pub (licensed premises) which is located on the level above. Its location avoids conflict with residential lobbies.</p> |
|--|--|

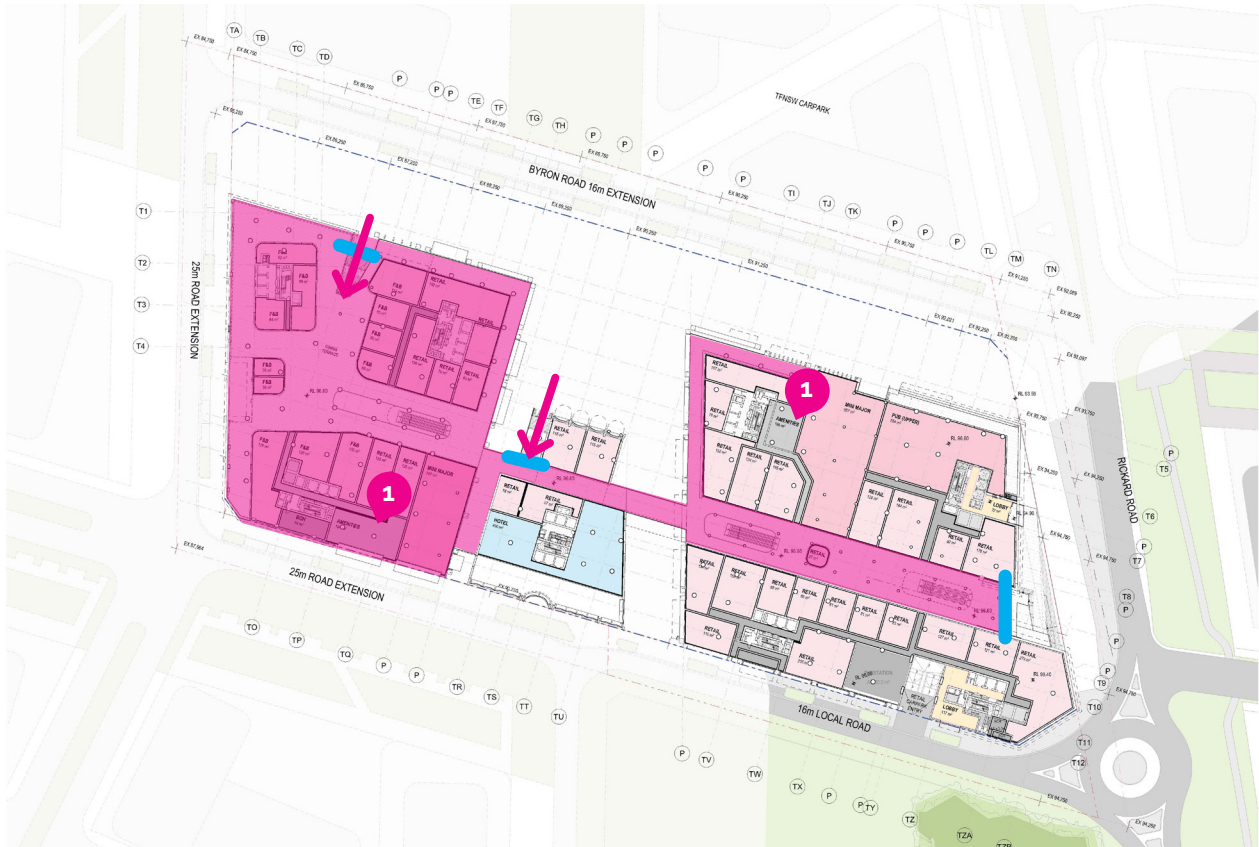


Figure 21: Upper Ground Floor Analysis (Google Earth/ TDP 2026).

- | | |
|---|--|
| <p>1 Amenities are located within the retail secured area (pink and blue line)
Position the women's bathroom's before the mens so that women don't need to walk past mens bathrooms.</p> | <p> Secured retail space. Can be secured after hours. Amenities (1) are located within this zone. Escalators to the floors above and below are secured within this zone.</p> <p> Blue line indicates the after hours secure line</p> <p> Pedestrian access to levels above are proposed to be secured after trading hours to prevent unauthorised access to Upper Ground and Level 1.</p> |
|---|--|



Figure 22: Level 1 Floor Analysis (Google Earth/ TDP 2026).

1

If the fitness premises trade as a 24 hour gym, then a separate 24 hour access may be required from the street to avoid the centre being open after hours.

2

Communal open space is independent to the shopping centre and is not accessible to the public.



Secured retail space. Can be secured after hours. Amenities (1) are located within this zone. Escalators to the floors below are secured within this zone.

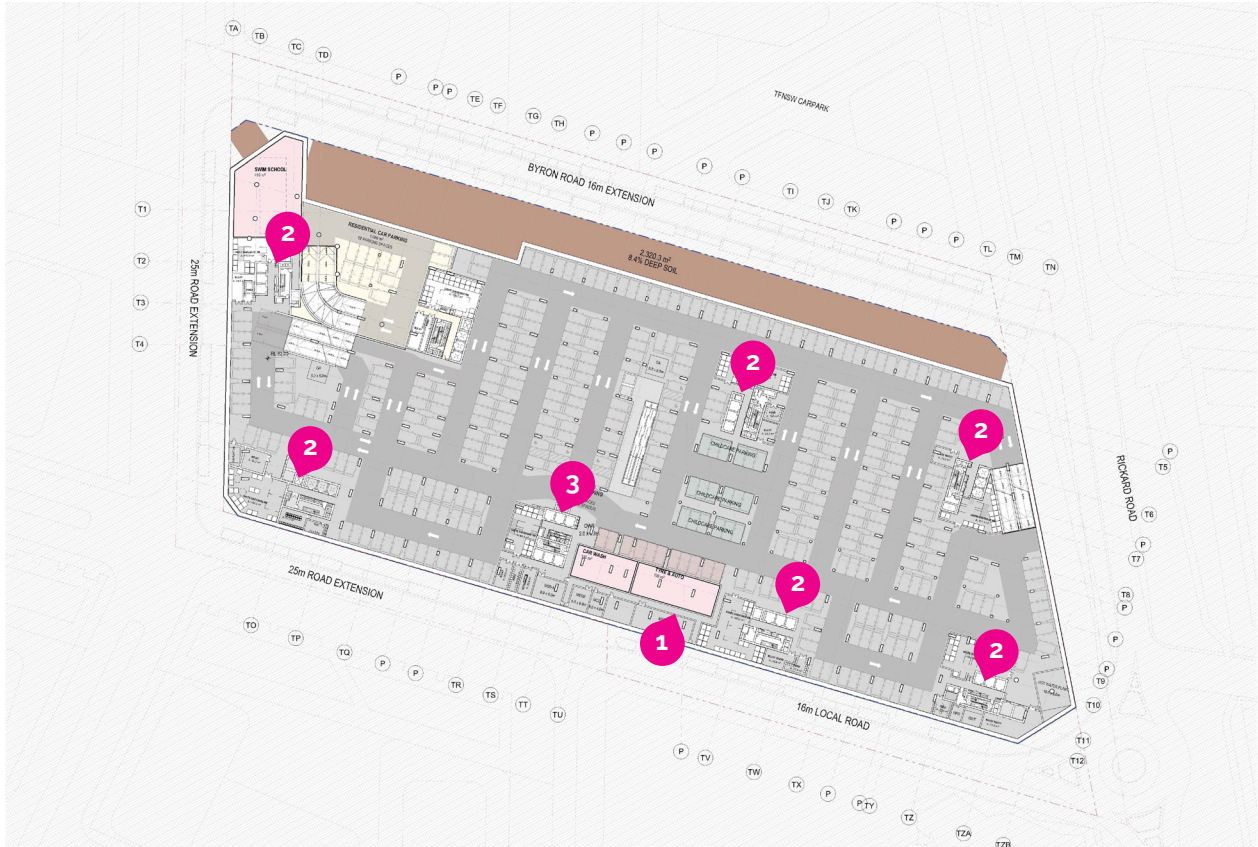


Figure 23: Upper Ground Floor Analysis (Google Earth/ TDP 2026).

- 1 Tyre and Auto and the carwash provide surveillance in the carpark during operating hours.
- 2 Residential lift lobbies are recommended to be secured and not used for retail level access.
- 3 The hotel and residential floors will have their own dedicated lifts to secure each floor and avoid tailgating.

5.3 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).

5.3.1 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 4 - BOCSAR data for Leppington		Year to December 2024		Year to December 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 (195.8)	414	29 (202.8)	401.8		No
Assault: Domestic Assault	67 (468.6)	452	51 (356.7)	446.1		No
Robbery	1 (7.0)	23.3	2 (14)	21.2		No
Sexual Offences	18 (125.9)	244.1	15 (104.9)	255.8		n.c
Disorderly Conduct	15 (104.9)	230.7	20 (139.9)	234.5		n/c
Theft: Steal from Person	1 (7.0)	23.7	0 (0)	21.6		No
Theft: Motor Vehicle Theft	26 (181.8)	176.1	26 (181.8)	175.1		Yes
Theft: Steal from Motor Vehicle	43 (300.7)	315.7	38 (265.8)	297.1		Yes
Theft: Break and Enter Dwelling	18 (125.9)	229	9 (62.9)	213.9		No
Theft: Steal From Dwelling	20 (139.9)	191.5	22 (153.9)	190.8		No
Malicious Damage	43 (300.7)	579.8	61 (426.6)	552.1		No

Table 4 : Crime data snapshot

Data for Rates per 100,000 over a two year period for Leppington - December 2024 and December 2025.

5.3.2 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 4 must also be considered. However, they are useful for identifying patterns and the building or spatial typologies most affected.

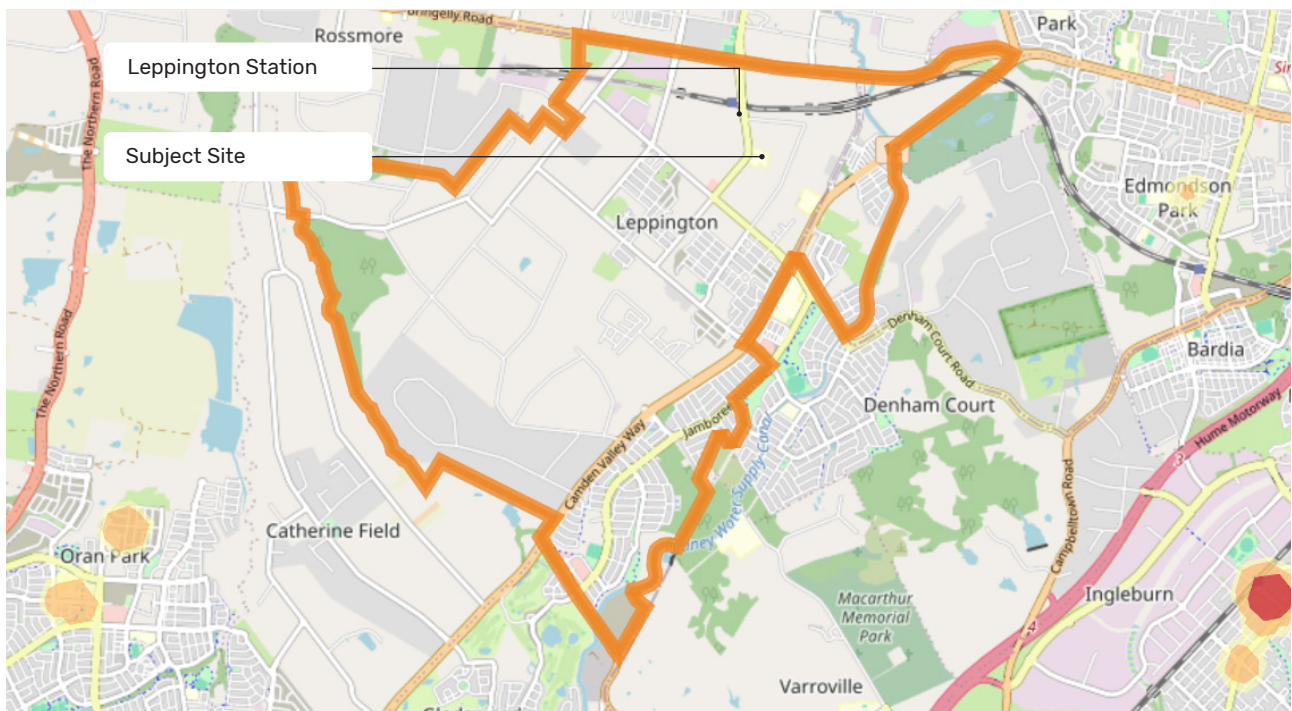


Figure 24 : Hotspot for Non-Domestic Assault

There are no hotspots in Leppington residential areas.

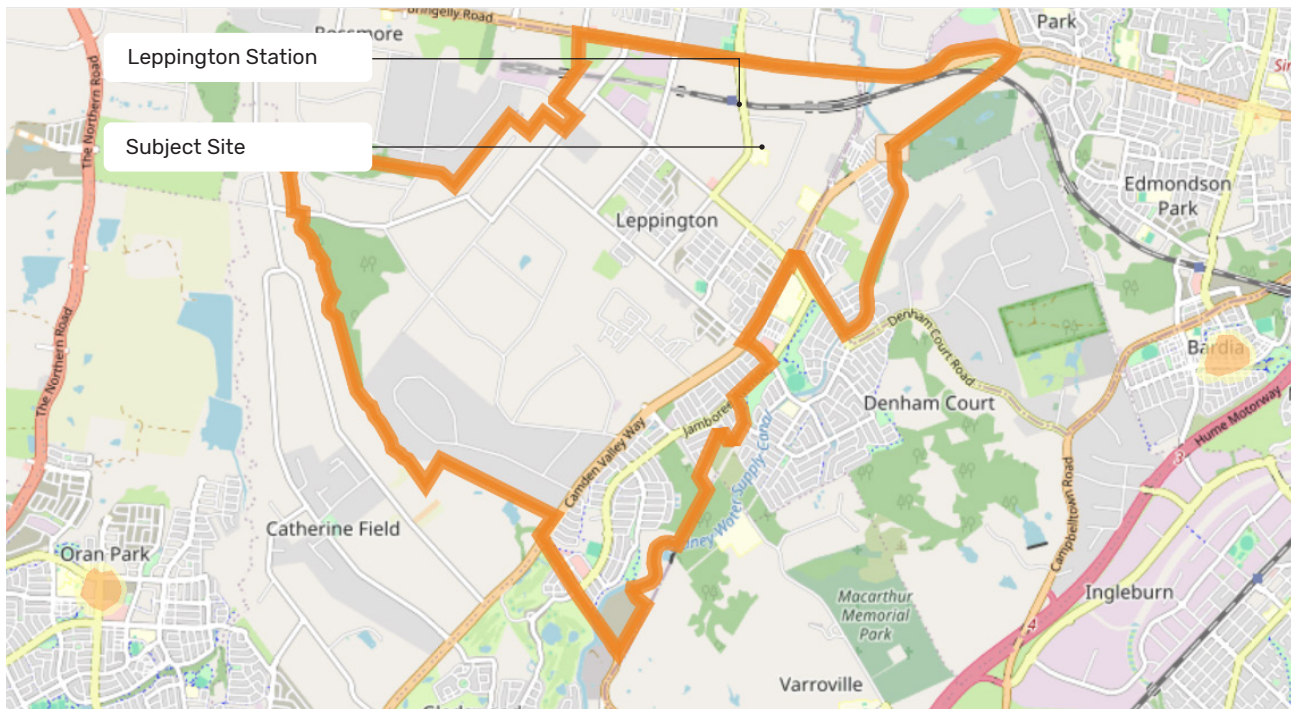


Figure 25 : Hotspot for Robbery

There are no hotspots in Leppington residential areas.

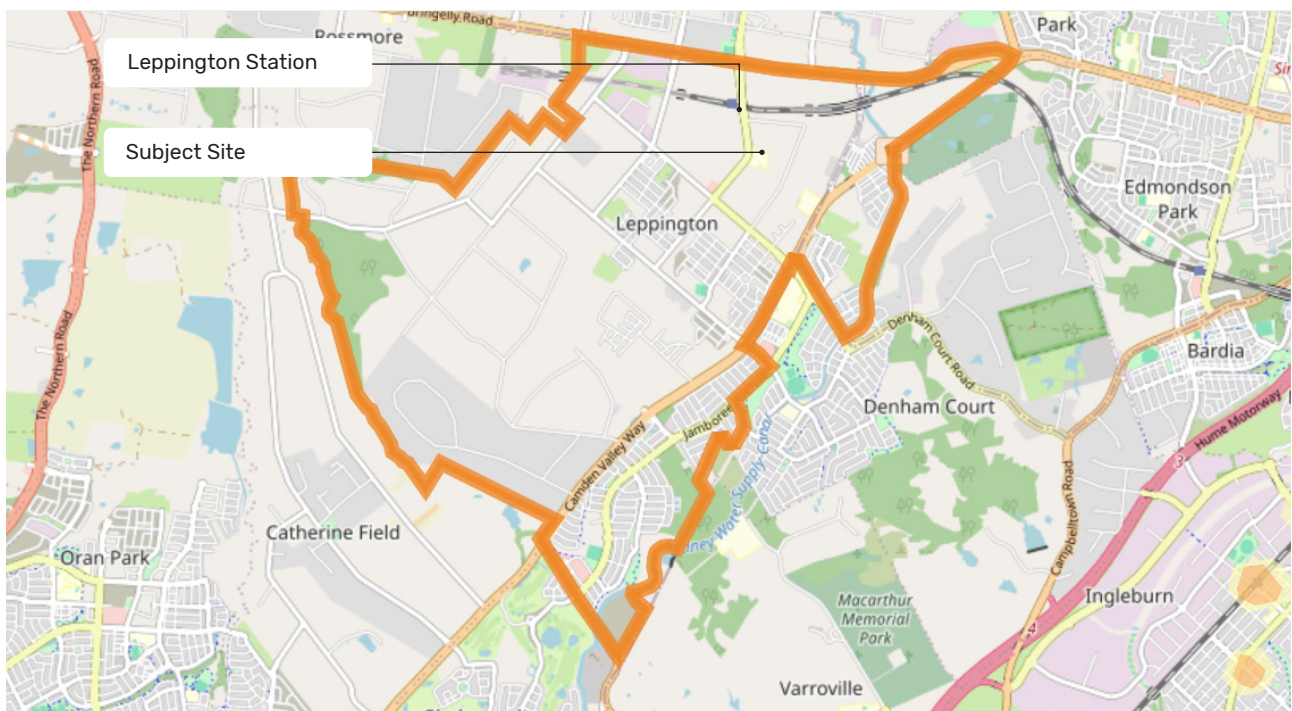


Figure 26 : Hotspot for Steal from Person

There are no hotspots in Leppington residential areas.

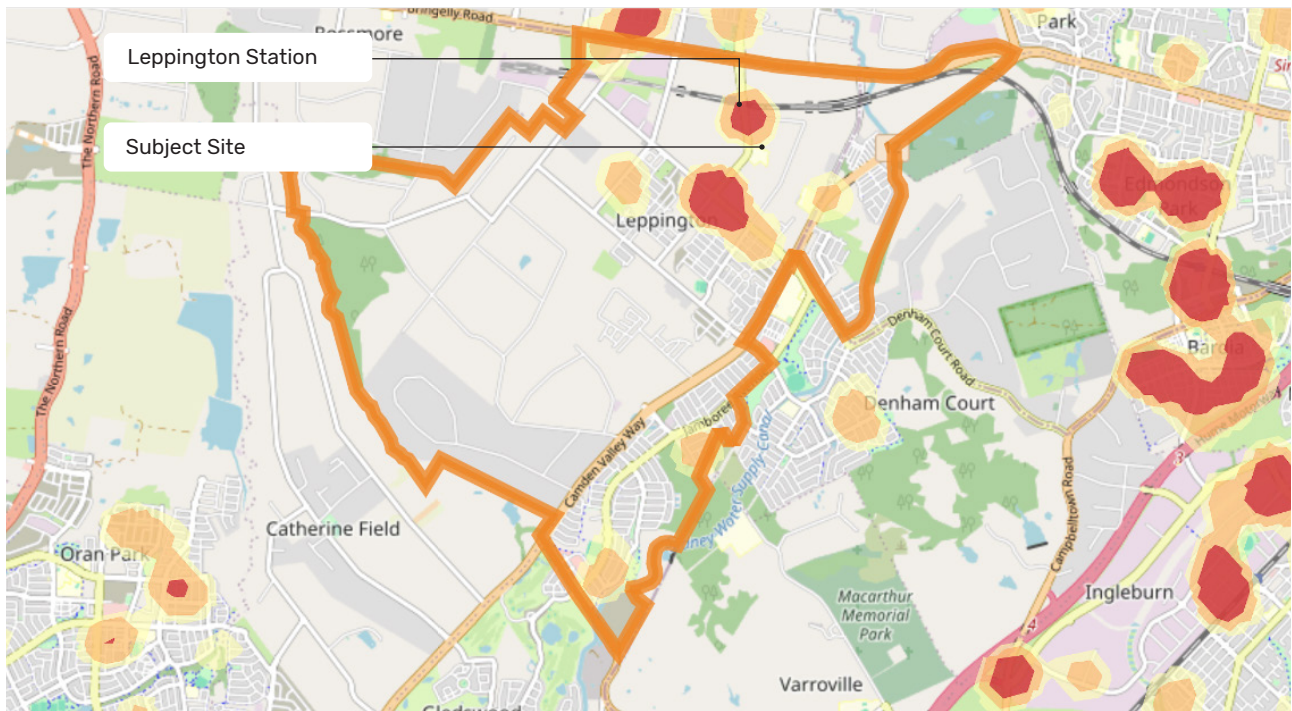


Figure 27: Hotspot for Motor Vehicle Theft

There is a hotspot on the site.

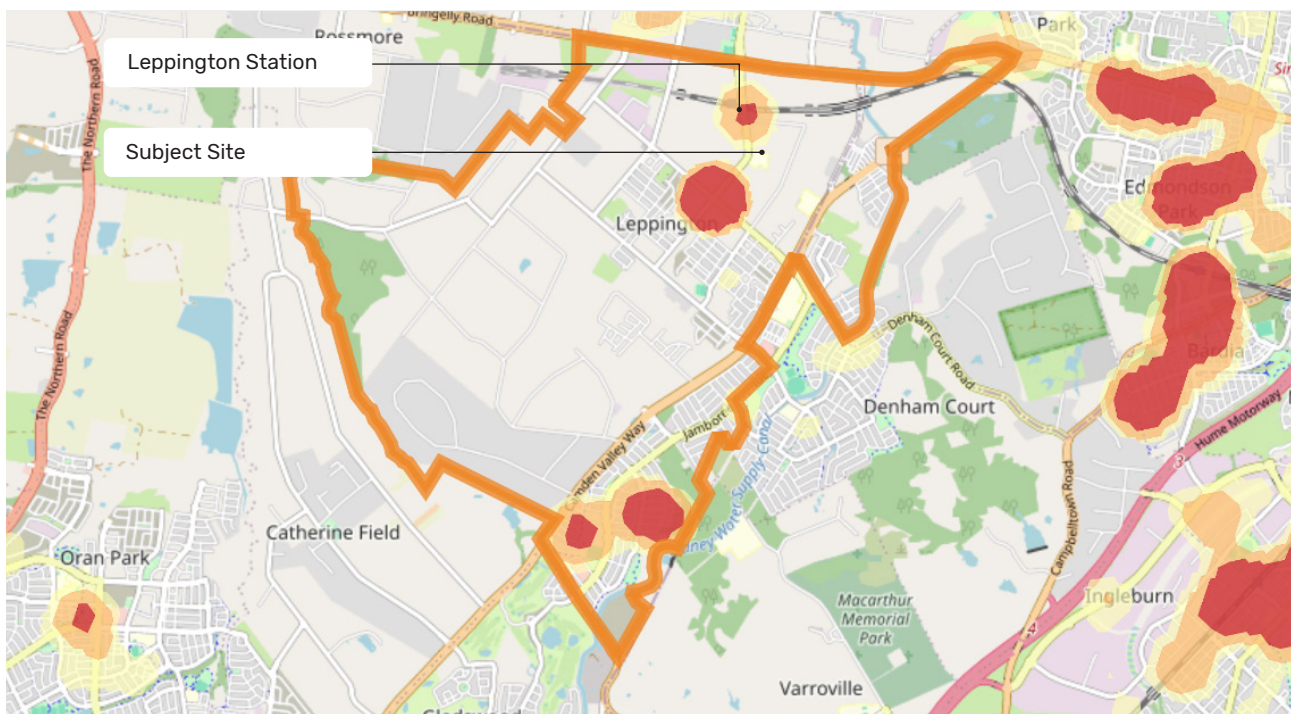


Figure 28 : Hotspot for Steal from Motor Vehicle

There is a hotspot on the site.

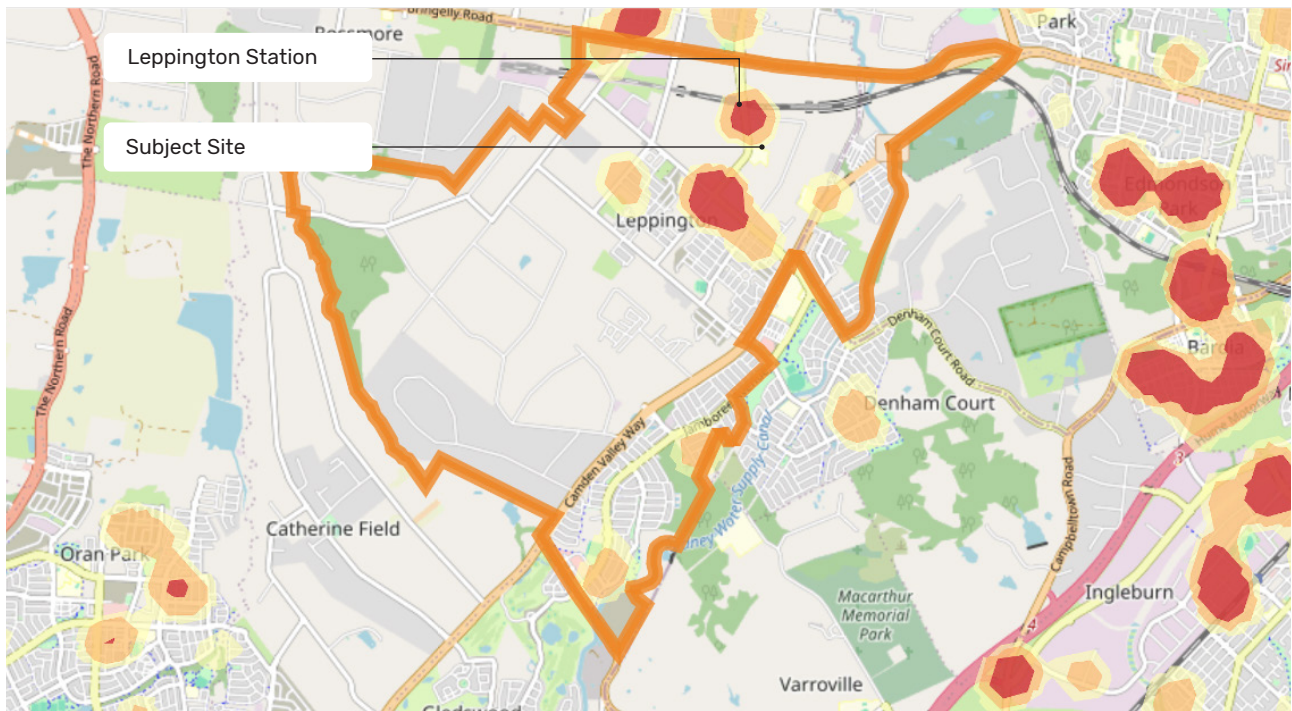


Figure 29 : Hotspot for Malicious Damage
There is no hotspot over the site.

5.4 Risk Rating

A Risk Rating considers the likelihood of a crime incident of occurring and then measuring the consequences should the crime take place. The risk rating is then assessed against the Risk Rating Matrix which is based on the International Risk Management Standard AS/NZ/ISO:31000. The Risk Rating is different to the Crime Risk Assessment that is based on an analysis of the design against the seven CPTED principles.

Table 5: Measurement of Likelihood - What is the likelihood of an incident taking place?

L1	Almost certain	Almost certain to happen at some stage
L2	Likely	Likely to happen at some stage
L3	Possible	Possibly will happen at some stage
L4	Unlikely	Unlikely to happen at some stage
L5	Rare	Rarely likely to happen

Table 6: Measurement of Consequence - What could happen should an incident take place?

C1	Insignificant	Very minor harm or injury to people, financial loss (<\$2,000) or damage to property, reputation or operation.
C2	Minor	Minor harm or injury to people requiring on site medical treatment, financial loss (>\$2,000) or damage to property, reputation or operation.
C3	Moderate	Some harm or injury to people requiring medical treatment, financial loss or damage to property (>\$10,000), reputation or operation.
C4	Major	Serious harm or injury to people requiring hospitalisation, financial loss or damage to property (>\$25,000), reputation or operation
C5	Catastrophic	Death, serious harm or injury to people, significant financial loss or damage to property, reputation or operation.

Table 7: Risk Rating Matrix

Likelihood	Insignificant (C1)	Minor (C2)	Moderate (C3)	Major (C4)	Catastrophic (C5)
Almost Certain (L1)	High	High	Extreme	Extreme	Extreme
Likely (L2)	Moderate	High	High	Extreme	Extreme
Possible (L3)	Low	Moderate	High	Extreme	Extreme
Unlikely (L4)	Low	Low	Moderate	High	Extreme
Rare (L5)	Low	Low	Moderate	High	High

5.4.1 Risk Assessment

Below is the assessment of the Shopping Centre in Table 8, the Hotel in Table 9 and residential in Table 10.

Shopping Centre

This assessment focuses on the **shopping centre development typology** rather than the proposed design, which is evaluated in Section 5.1, 5.2 and 5.3. The **objective is to understand the inherent risks associated with this typology** and then in subsequent sections of the report, examine how the proposed design has mitigated these risks through design solutions and potential management practices.

Table 8: Risk Assessment - Shopping Centre			
Crime	Likelihood	Consequence	Rating
Assault	Likely (L2)	Moderate (C3) - Major (C4)	High - Extreme
Theft	Likely (L2)	Insignificant (C1)	Moderate
Malicious Damage	Likely (L2)	Insignificant (C1)	Moderate

Assault Risk: The risk of assault has been rated as High to Extreme due to the nature of the proposed mixed-use retail and entertainment typology, which can involve conflict between customers, patrons, staff or members of the public. This rating reflects broader risks commonly associated with retail, licensed premises and public gathering environments, including the potential for serious injury should an incident occur.

These risks are not unique to this development and cannot be entirely eliminated through design alone. However, the proposal incorporates a range of CPTED mitigation measures, many of which were integrated during the design process, intended to reduce opportunities for conflict, concealment, unauthorised access and unsafe movement throughout the precinct. These measures include surveillance, lighting, access control, territorial reinforcement, wayfinding and the ability to secure areas after hours.

Ongoing operational management and tenancy-specific procedures will also play an important role in managing risk over time.

Theft Risk: Theft has been rated as Moderate, as it is a recognised occurrence in shopping centres, with many incidents going unreported to police. The consequence is generally considered Insignificant due to the low value of items typically stolen. However, it is important to note that theft can often escalate into more serious incidents, such as assaults on retail staff or customers when a thief is confronted during bag checks or caught stealing, including recent cases where individuals attempt to leave with trolleys of unpaid goods through main entries or back of house.

Malicious Damage Risk: Malicious damage has been rated as Moderate, with the likelihood deemed Likely due to recorded instances in the area and the prevalence of shopping centres as targets. Certain parts of the development are particularly vulnerable. While the consequences are considered Insignificant, with repair and replacement costs typically under \$2,000, this report emphasises the importance of selecting durable materials and implementing strong surveillance measures to minimise the ease and frequency of damage.

Hotel

This assessment focuses on the **hotel development typology** rather than the proposed design, which is evaluated in Section 5.1, 5.2 and 5.3. The **objective is to understand the inherent risks associated with this typology** and then in subsequent sections of the report, examine how the proposed design has mitigated these risks through design solutions and potential management practices.

Table 9 Risk Assessment - Hotel			
Crime	Likelihood	Consequence	Rating
Assault	Unlikely (L4)	Moderate (C3)	Moderate
Theft	Possible (L3)	Insignificant (C1)	Low
Malicious Damage	Possible (L3)	Insignificant (C1)	Low

Assault Risk: While the hotel faces potential assault risks, these are less prevalent compared to other development typologies and have been assessed as **Moderate**. This moderate rating, rather than Low, is due to the higher impacts of assault, such as requiring medical treatment, which elevates the risk level. A higher consequence rating was not assigned due to the more private nature of the development and the ability of hotel security to intervene effectively.

The assigned risk is influenced by the fact that guests are generally unfamiliar with one another, potentially leading to confrontations, and hotel staff are also susceptible to such incidents.

Theft Risk: Theft has been rated as **Low**, as theft from hotel rooms is possible but not as common. Theft from cars in the hotel's basement carpark is also a potential concern.

Malicious Damage Risk: Malicious damage has been rated **Low**. Hotels have high levels of management oversight. Additionally, the hotel will have maintenance and cleanup policies to maintain a good image for the hotel brand, which further discourages vandalism.

Residential

This assessment focuses on the **residential development typology** rather than the proposed design, which is evaluated in Section 5.1, 5.2 and 5.3. The **objective is to understand the inherent risks associated with this typology** and then in subsequent sections of the report, examine how the proposed design has mitigated these risks through design solutions and potential management practices.

Table 10 Risk Assessment – Residential			
Crime	Likelihood	Consequence	Rating
Assault	Unlikely (L4)	Moderate (C3) – Major(C4)	Moderate – High
Theft	Possible (L3)	Minor (C2)	Moderate
Malicious Damage	Possible (L3)	Insignificant (C1)	Low

Assault Risk:

Assault within residential environments can occur; however, incidents are more commonly associated with domestic violence where the offender is known to the victim and has therefore been assessed as Moderate–High. CPTED principles generally have limited influence over domestic violence-related incidents. Non-domestic assaults may still occur through neighbour disputes, unauthorised access or home invasion; however, secure residential lobbies, controlled access and elevated residential levels can reduce opportunities for these forms of offending within high-rise developments.

Theft Risk:

Theft has been assessed as Moderate due to impact of theft on individual households. Theft from residential apartments can be more difficult where lobbies, lifts and basement access arrangements are secured and opportunities for tailgating are minimised. While the likelihood of offending may be reduced compared with detached dwellings, the consequences can still be significant and have therefore been assessed as Moderate.

Malicious Damage Risk:

Malicious damage has been assessed as Low. Areas vulnerable to damage are generally limited to publicly accessible or semi-public areas such as residential lobbies, mail areas and shared spaces. Residential apartments themselves are elevated and secured, reducing opportunities for unauthorised access and damage. Damage caused by residents or invited guests is considered lower risk and typically managed through building operations and tenancy arrangements.

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 30: 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.

Positive features

Public Domain & Movement Corridors

- The development incorporates a public pedestrian through-site link connecting the wider town centre to the train station. As the link is external to the shopping centre, it avoids creating internal after-hours movement routes through the retail podium while still supporting permeability and connectivity.
- The through-site link, public plaza and surrounding streets benefit from passive surveillance from retail frontages, food and beverage uses and surrounding pedestrian activity.
- All street frontages are activated, with no extensive blank or inactive walls addressing the public domain.

Residential Uses

- Residential lobbies are generally located on external streets with clear visibility from the public domain, supporting passive surveillance and intuitive wayfinding.
- Residential apartments above provide direct overlooking of streets, the public plaza and surrounding public spaces.
- Elevated communal spaces and residential levels contribute to passive surveillance of the precinct throughout the day and evening.

Hotel & Mixed-Use Activation

- The hotel is well positioned overlooking the southern street and public plaza, contributing additional passive surveillance and activity outside standard retail trading hours.
- The hotel lobby is visible from the public domain and contributes to activation and surveillance of key pedestrian areas.

Basement & Lower-Level Activation

- The tyre and auto premises and carwash within Basement Level 1 provide activation and surveillance to lower-level areas during trading hours.
- Basement parking areas generally maintain good sightlines, with minimal visual obstruction from storage areas or internal structures.

Constraints and challenges

Public Domain & Landscape Interfaces

- The public plaza and pedestrian through-site link will require careful CPTED landscape design during the construction documentation phase to ensure sightlines are maintained and concealment opportunities are avoided over time.
- Street trees, landscaping and outdoor seating areas will require ongoing maintenance to preserve visibility between building entries, retail frontages and pedestrian movement corridors.

Retail & Glazing

- Retail, lobby and communal space glazing should remain clear and unobstructed. Excessive decals, opaque film or signage may reduce passive surveillance and visibility into active spaces.

Pedestrian Movement & Wayfinding

- Primary pedestrian routes should be clearly reinforced through lighting, landscape design and wayfinding to discourage movement into secondary or low-activity areas, particularly after trading hours.

After-Hours Activity

- While the development benefits from a high level of activation, activity levels within parts of the public domain and podium interfaces may reduce outside trading hours, increasing reliance on lighting, surveillance and clear sightlines.

Table 11: Sightlines and Landscape CPTED and Risk Mitigation Measures

No.	Item
General Landscape Recommendations - Refer to Figure 31	
The following recommendations are for use during the construction documentation phase and for site management and maintenance.	
1.	Landscaping throughout the development is to preserve clear sightlines and avoid concealment and entrapment opportunities. Planting should generally comprise ground covers, low shrubs and high canopy trees with clear trunk zones.
2.	Step landscaping down toward paths of travel, streets, parks, pedestrian links/shared spaces and residential forecourts to broaden sightlines and reinforce surveillance.
3.	Landscape design and ongoing maintenance are important to prevent the formation of concealment spaces, including gaps created by dead or overgrown vegetation. Replace dead plants with mature stock.
4.	Select plant species that minimise maintenance requirements and are unlikely to obstruct sightlines over time. 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.
5.	Tree placement and landscape design should not obstruct lighting or create shadowed areas along paths of travel, entries or shared spaces. (refer to Lighting Recommendations).
6.	Lighting and landscape design should be coordinated during detailed design to test sightlines, light spill and shadowing. Consider modelling proposed lighting in conjunction with proposed landscaping.
Footpaths and public domain interface	
7.	Street footpaths and the public plaza form key movement corridors connecting the residential precinct, Civic Core and train station. Landscape design along these routes should support visibility, surveillance and pedestrian safety. Select and arrange plant species, fronting the paths to meet the CPTED objectives 1 - 6 listed above.
Residential Forecourt and Lobbies	
8.	Landscape planting adjacent to residential lobbies should remain low and unobstructed to preserve visibility between the street and lobby entries.
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.
Public Plaza	
11.	Landscape and built form elements within the Public Plaza should avoid creating concealment or entrapment spaces.
12.	Clear sightlines should be maintained between the northern and southern entries to the Public Plaza to support intuitive wayfinding and visibility.
Shopping Centre	
13.	Shopping centre movement aisles should avoid large displays, landscape elements or structures that obstruct sightlines between retail frontages and circulation areas.
14.	Preserve clear glazing to retail frontages, particularly those addressing streets, the pedestrian through-site link and Public Plaza. Avoid frosting, decals, posters or signage that reduce visibility into or out of tenancies.
15.	Avoid tall fixtures that obstruct views between service desks, store entries, rear doors and the shop floor.

Hotel	
16.	Hotel lobby and communal areas should maintain clear visibility to adjoining streets and the Public Plaza to support surveillance outside retail trading hours.
Carparks	
17.	Maintain clear sightlines within basement parking areas and avoid layouts that create concealed corridors, dead ends or isolated spaces.
18.	If storage cages are introduced or modified in future stages, their arrangement should avoid creating narrow concealed corridors or reducing visibility through basement areas.
19.	Convex mirrors may be used at corners, alcoves and storage areas where sightlines are restricted.
20.	Wayfinding signage within basements should clearly identify lifts, lobbies, exits and pedestrian paths of travel. Signage should be visible from decision-making points and be appropriately illuminated.
21.	Basement entries, lift lobbies and pedestrian access routes should remain clearly visible and unobstructed from adjoining circulation areas.

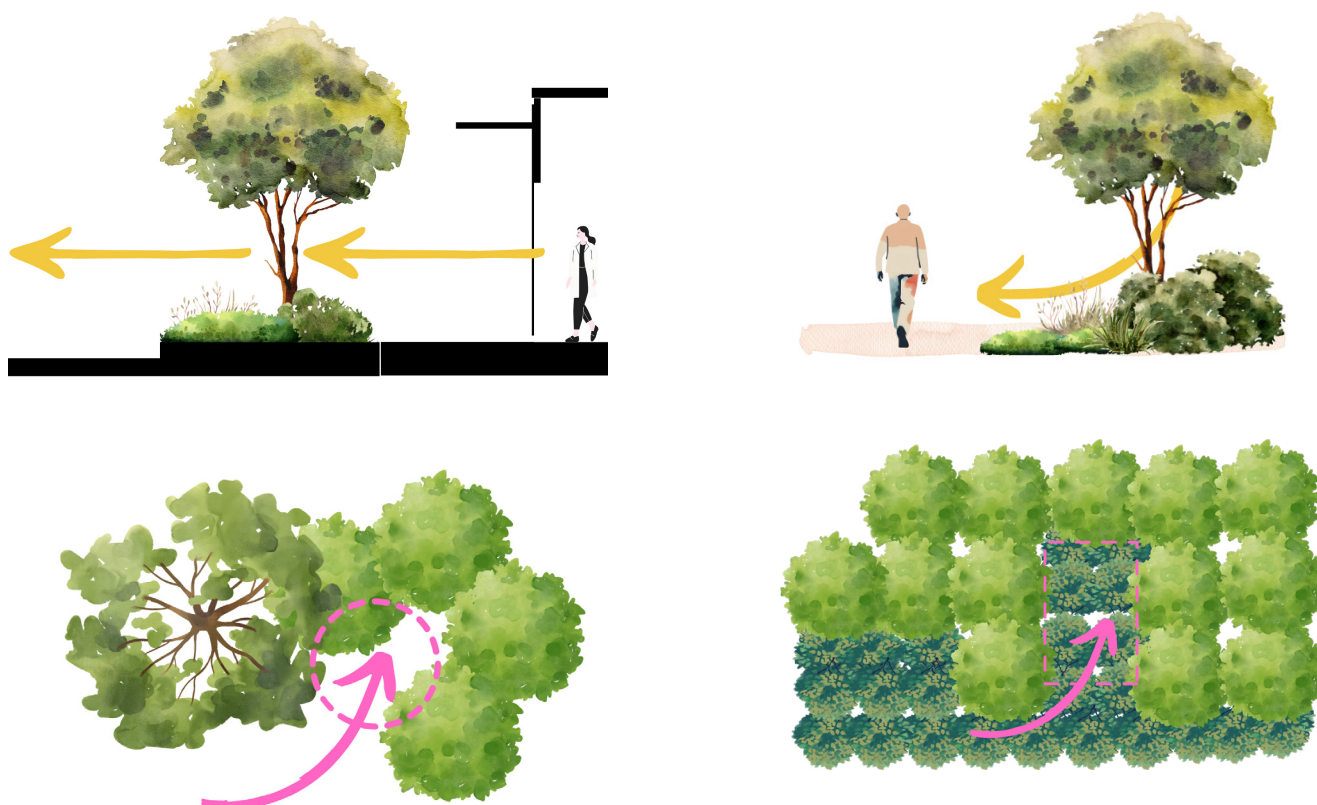


Figure 31: Sight lines and landscaping

Examples of how landscape design can assist sightlines and prevent concealment and entrapment spaces from forming. For guidance during the construction documentation phase and for site management and maintenance.

(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.



Lighting & Technical Solutions

Lighting and technical surveillance are critical to retail and 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.

Positive features

Integrated Lighting Opportunities

- Detailed lighting design has not yet been developed and can therefore be integrated with the building form and landscape design to support visibility, surveillance and safe movement throughout the site.
- Building frontages address streets, the Public Plaza and the pedestrian through-site link, allowing lighting to reinforce active edges, visible retail frontages and residential entries.

Residential & Communal Areas

- Residential lobbies are directly connected to streets and shared spaces, enabling lighting to reinforce legibility, intuitive wayfinding and perceptions of safety.
- Communal spaces, including podiums, are overlooked by surrounding dwellings, allowing lighting to contribute to passive surveillance during evening hours.

Pedestrian Movement

- Lighting has the opportunity to reinforce safe movement along key pedestrian routes, particularly the pedestrian through-site link, Public Plaza and shared spaces.

Constraints and challenges

Public Domain & After-Hours Activity

- The Public Plaza and pedestrian through-site link may experience increased anti-social behaviour after hours due to their proximity to the train station and town centre activity.
- Interfaces with the Public Plaza may experience varying activity levels throughout the day and evening, requiring a consistent and legible lighting approach.

Landscape & Built Form

- Landscape features and tree planting may create shadowed areas and concealment opportunities if not carefully coordinated with lighting design.
- Recessed, undercroft or partially enclosed spaces will require consistent lighting to avoid shadowing and reduced visibility.

Table 12 Lighting CPTED and Risk Mitigation Measures

No.	Item
General Lighting Recommendations	
1.	Lighting design should be undertaken by a qualified lighting engineer during detailed design and construction documentation to assess light spill, shadowing, concealment opportunities and coordination with landscape design. This may include modelling of proposed lighting in conjunction with landscaping is recommended to test light spill and shadows.
2.	Landscape design should be coordinated with lighting to ensure trees, planting and built elements do not obstruct light distribution or create shadowed areas and concealment opportunities.
3.	Lighting should be directed away from observers and viewing vantage points. Do not illuminate the resident in a unit looking out to the public domain.
4.	Bollard lighting is discouraged as it is prone to vandalism, creates pools of light and does not effectively illuminate pedestrians or support facial recognition.
5.	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.
6.	Signage should remain legible during both day and night conditions.
7.	Avoid highly decorative or coloured lighting that reduces visibility or distorts facial recognition.
CCTV and associated lighting	
8.	CCTV is recommended throughout the development to discourage anti-social behaviour, malicious damage and unauthorised access. 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 lighting levels are appropriate for effective surveillance footage. • CCTV cameras should be positioned to reduce opportunities for vandalism, including avoiding low or easily climbable locations. • Position cameras to provide overlapping coverage and passive surveillance of adjacent cameras where feasible • Check that signage is not blocking viewlines of cameras.
9.	<u>Location Specific</u> CCTV is recommended: • Along key movement corridors, including surrounding streets, the Public Plaza and pedestrian through-site link. • Within the retail shopping centre in circulation spaces including the corridors to amenities (excluding inside the amenities) • Within basement car parks, including pedestrian access points, ramps, egress points, service areas and recessed transition spaces. • Storage cage areas within basements often experience reduced sightlines and benefit from CCTV coverage. • Service, loading and waste areas should maintain appropriate lighting and CCTV coverage, particularly where accessed after hours.

Carparks	
10.	Illuminate basement entries, car share parking areas and basement lobbies uniformly to avoid shadowing and concealment opportunities.
11.	Coordinate lighting and signage placement so signage does not obstruct light distribution or create shadowed areas.
12.	Avoid alcoves, recesses and concealed corners within car parks where possible. Where unavoidable, provide even lighting and convex mirrors to improve visibility.
13.	Light-coloured wall, ceiling and column finishes are recommended within basement car parks to improve light reflectivity and visibility.
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 forecourts so individuals can be clearly visible and identifiable from approximately 10-15 metres.
Pedestrian Through Site Link and Plaza	
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 should be illuminated to support legibility and intuitive navigation.
20.	Lighting should reinforce primary paths of travel. Secondary or restricted routes should not be highlighted or encourage movement.



Territorial Reinforcement

Territorial reinforcement within mixed-use development relies on clearly distinguishing public, semi-public and private areas to strengthen ownership, support intuitive use of space and reduce ambiguity between different user groups. This is particularly important where residential, retail, hotel and public domain interfaces operate across different hours of activity. Clear transitions between streets, plazas, retail areas, residential entries, communal spaces and private back-of-house areas assist in discouraging unauthorised access and improving both actual and perceived safety. This principle should also be read in conjunction with Activity and Space Management.

Positive features

Residential and Retail Separation

- Residential uses are generally located above the retail podium, creating a clear distinction between private residential areas and publicly accessible retail uses.
- Residential lobbies are generally positioned on external streets, reinforcing clear residential addresses and reducing ambiguity between resident and public access points. One residential lobby addresses the Public Plaza, which contributes to activation and passive surveillance of the space.
- Residential parking areas are separated from retail parking, with independent vehicle entries reducing opportunities for confusion, unauthorised access and conflict between user groups.

Public Domain and Movement

- The pedestrian through-site link is external to the shopping centre, allowing ground-floor retail and internal shopping centre areas to be secured after hours while maintaining public permeability through the site.
- Loading docks and service areas can be clearly identified as back-of-house functions, supporting legibility and operational separation from public areas.

Mixed-Use Activity Areas

- Food and beverage dining areas with potential for later trading hours are generally located above street level, reducing the likelihood of anti-social behaviour or activity associated with the train station and public domain spilling directly into these spaces.

Constraints and challenges

Hotel & Residential Interfaces

- The mixed-use hotel tower introduces additional access control and wayfinding challenges where hotel guests and residents share parts of the building, particularly in relation to vertical circulation and access to communal facilities.

Table 13: Territorial Reinforcement CPTED and Risk Mitigation Measures

No.	Recommendation
General	
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 pedestrian through site link.
2.	Clearly define the loading areas as a private spaces through changes in paving, lighting and entry detailing.
3.	Maintain clear signage identifying residential entries and private areas to reduce excuse-making.



Environmental Maintenance

Environmental Maintenance in mixed-use developments involves the ongoing upkeep and management of public and private spaces. Poorly maintained areas, including spaces affected by damage, graffiti, litter or vandalism, can reduce perceptions of safety and contribute to anti-social behaviour by signalling weak management and surveillance. Conversely, well-maintained environments demonstrate care, reinforce ownership and support safer outcomes. This applies not only to highly visible public areas, but also to service areas, shared spaces and other less visible parts of the development. Durable materials, clear maintenance access and ongoing management are therefore important considerations in supporting long-term CPTED outcomes.

Positive Features

Public Domain & Shared Spaces

- The pedestrian through-site link, Public Plaza and surrounding streets are highly visible and active spaces, supporting regular passive observation and increasing the likelihood of maintenance issues being identified quickly.
- The external through-site link avoids reliance on internal shopping centre access after hours, reducing wear and misuse within internal circulation areas.

Building & Landscape Design

- The development incorporates contemporary materials and landscape design that can support durable and maintainable public domain outcomes.
- Retail, hotel and residential uses provide activity across different times of day, supporting ongoing passive oversight of shared spaces.

Constraints and challenges

Public Domain & Late-Night Activity

- The pedestrian through-site link, Public Plaza and areas adjoining the pub may experience higher levels of wear, litter, graffiti and anti-social behaviour due to their role as key movement corridors and after-hours gathering spaces.
- Interfaces associated with licensed premises may require more frequent cleaning and maintenance, particularly in relation to waste, spills, litter and public amenity impacts.

Materials & Landscape Maintenance

- Porous, heavily textured or difficult-to-clean materials may increase long-term maintenance requirements and vulnerability to graffiti and damage.
- Landscape growth over time may reduce visibility, create concealment opportunities and impact lighting effectiveness if not regularly maintained.

Table 14. Environmental Maintenance CPTED and Risk Mitigation Measures

No.	General
1.	The precinct should be regularly maintained, with all contributory landscaping managed by the body corporate or relevant site management entity. 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, escalation procedures where waste accumulation occurs, and incorporate CPTED landscape principles so management 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 plaza, pedestrian through site link 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>Public Plaza and Through Site Link</u> Maintain the Public Plaza and pedestrian through-site link through regular cleaning, rubbish removal and inspection of landscape, seating and paving elements. These spaces are likely to experience high levels of daily use and after-hours activity and should be maintained to support perceptions of safety and amenity.
6.	<u>Licensed Premises and Food & Beverage Areas</u> Areas adjoining the pub and food and beverage premises should be designed and maintained to support regular cleaning and waste removal, particularly where outdoor dining, queuing or late-night activity may occur.
7.	<u>Waste Areas</u> Waste storage and service areas should remain clean, organised and well maintained. Storage, bins and equipment should not encroach into circulation areas or reduce sightlines.



Space and Activity Management

Activity and Space Management within mixed-use developments focuses on how spaces are operated, supervised and used over time. This is particularly important where different user groups, activities and trading hours interact across residential, retail, hotel and public areas. Clear operational procedures, ongoing management and well-maintained environments help reinforce intended use, reduce ambiguity and support safer outcomes.

Positive Features

The pedestrian through-site link, Public Plaza and surrounding streets are active and visible spaces that support passive observation and ongoing oversight. The external through-site link allows internal shopping centre areas to be secured after hours while maintaining public permeability. Retail, hotel and residential uses also provide activity across different times of day, supporting natural supervision of shared spaces.

Constraints and challenges

The pedestrian through-site link, Public Plaza and areas adjoining the pub may experience higher levels of wear, litter, graffiti and anti-social behaviour due to their role as movement corridors and after-hours gathering spaces. Licensed premises may require more frequent cleaning and operational management. Landscape growth and difficult-to-maintain materials may also reduce visibility and increase long-term maintenance requirements if not appropriately managed.

Table 15. Activity and Space Management CPTED and Risk Mitigation Measures

No.	Recommendation
1.	Security and wayfinding signage may be provided at key entry points to reinforce ownership, assist navigation and communicate access restrictions. Signage should accurately reflect installed security measures and not overstate systems that are not in operation.
2.	Develop a coordinated wayfinding strategy for the development that clearly identifies residential entries, retail areas, parking, hotel uses and restricted spaces to support intuitive movement and reduce excuse-making.
3.	Communal podium areas should be capable of being secured outside periods of active use to prevent unauthorised access and reinforce their resident-only function.
4.	Operational arrangements should allow retail, hotel, licensed premises and residential uses to operate independently where required, including consideration of differing trading hours and after-hours access arrangements.



Access Control

Access Control strategies in mixed use developments focus on managing access and movement within the retail environment. These methods include restricting entry to key areas and ensuring safe exit routes.

Three primary approaches are commonly used:

Natural Control: This method uses environmental design to guide and restrict movement to specific areas. Features such as doors, gates, fencing, paths, and strategic vegetation help direct movement and deter unauthorised access by increasing the perceived risk of detection.

Technical or Mechanical Control: This approach involves using technology like Closed Circuit Television (CCTV) to monitor access points, serving as both a deterrent and a means of observing activities. Additional tools like card readers and pin pads provide controlled access to restricted areas.

Formal Access Control: This method includes the deployment of staff or security personnel who actively manage and enforce access policies. Their presence enhances security by offering a visible deterrent and a quick response to potential threats.

Effective access control integrates all three methods, ensuring a secure and well-managed living space.

Positive Features

Independent Access and Operation

- The shopping centre is capable of being secured after hours while retaining a publicly accessible pedestrian through-site link, allowing public movement without compromising internal retail areas.
- The pub benefits from independent street access, allowing operation outside shopping centre hours and reducing reliance on shared internal circulation areas.
- The supermarket and discount department store have direct street access, allowing independent trading arrangements and flexibility in hours of operation.
- The Swim School has independent street access.

Constraints and challenges

Separation of Uses

- Residential and retail parking areas are separated onto different levels and accessed independently, reducing overlap between user groups and improving access management.
- Amenities are generally located within areas capable of being secured after hours rather than within publicly accessible pedestrian spaces.
- Residential entries are generally distinct from retail and public circulation areas, reinforcing controlled access to private uses.

Table 16: Access Control CPTED and Risk Mitigation Measures

No.	Recommendation
General	
1.	Maintain the proposed separation between public, semi-public, semi-private and private spaces throughout the development through building layout, access arrangements, signage and security measures. Public areas include streets, the pedestrian through-site link and plaza; semi-public areas include retail and shared circulation spaces; semi-private areas include residential lobbies; private areas include residential levels, communal facilities, back-of-house and secure basement areas.
2.	Retail, hotel and licensed premises should incorporate secure staff refuge or back-of-house areas capable of being used during emergencies, threatening behaviour or violent incidents. These spaces should be capable of being secured, located in an accessible position for staff, and include access to communication systems, drinking water and toilet facilities where practicable. Walls and doors should provide an appropriate level of physical security and avoid lightweight or easily breached materials.
Retail and Shopping Centre	
3	Amenities are capable of being secured after hours. The arrangement of amenities should minimise the need for users to travel past less supervised spaces. Consider locating women's amenities closer to primary circulation routes to reduce opportunities for concealment, entrapment or unwanted interactions.
4	Stairs and upper-level retail areas should be capable of being secured after hours to prevent unauthorised access.
5	Upper levels of the shopping centre (Upper Ground) should be secured similar to Ground Level.
6	If the fitness centre operates on a 24-hour basis, independent after-hours access should be provided to avoid reliance on broader shopping centre access arrangements.
Residential Forecourts and Residential Lobbies	
7.	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.
8.	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.
9.	Locate mailboxes and parcel facilities within secure, observable locations that avoid isolation and support passive surveillance.
10.	Provide signage that clearly identifies the residential entries.
Hotel	
11.	Residential access within the mixed-use hotel tower should be separated from hotel guest circulation through dedicated lift access or equivalent access control measures to reduce opportunities for tailgating and unauthorised access.
Carpark and Storage	
12.	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.
13.	Secure entries to the loading docks when not in use.
14.	Secure bicycle parking in transparent cages where practical to maintain visibility and discourage concealment and misuse.
Back of House and services	
15.	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.
16.	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.
17.	Secure utility and service infrastructure to prevent unauthorised access and misuse.



The 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.

The 3 D's – Designation, Definition and Design – are generally aligned within Site A. The development has been designed as a mixed-use town centre incorporating retail, residential, hotel and supporting uses, with the overall layout, access arrangements and spatial hierarchy reflecting these intended functions.

The proposal establishes a generally legible distinction between public, semi-public and private spaces through the separation of residential and retail access, independent basement arrangements and clearly identifiable building entries. The external pedestrian through-site link also assists in maintaining public permeability while allowing internal retail areas to be secured outside trading hours.

The key considerations relate to the detailed resolution of several mixed-use interfaces, particularly the relationship between the pub and adjoining residential lobby, separation between hotel and residential circulation, and ongoing landscape design development. These matters do not represent a fundamental misalignment of the 3 D's, but rather opportunities for further refinement through detailed design and operational planning.

Overall, the proposal demonstrates a strong alignment between intended use and physical design and is capable of achieving good CPTED outcomes.

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 17: 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. 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 A development is capable of achieving good Crime Prevention Through Environmental Design (CPTED) outcomes. The masterplan establishes a strong foundation through active public interfaces, an interconnected public domain network, clear access arrangements and a generally legible separation between retail, hotel and residential uses.

The assessment identified that the key drivers influencing long-term CPTED outcomes relate to the future construction design phases and ongoing management of landscape interfaces, pedestrian through-site links, mixed-use interfaces, licensed premises 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 the continued application of CPTED principles, the development is capable of delivering a safe, legible and well-managed mixed-use 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

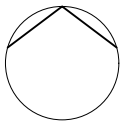
APPENDIX A | DOCUMENTATION

173 - 183 RICKARD ROAD, LEPPINGTON, NEW SOUTH WALES, 2179

STATE SIGNIFICANT DEVELOPMENT APPLICATION

- All works to be in accordance with authority & statutory approvals.
- Refer to site survey for all information relating to existing site conditions.
- All boundary information to be confirmed by registered surveyor before commencing works on site.
- Refer to Architect Report and Landscape Documentation for all information relating to trees and their retention/removal, and all landscape works.
- Drawings to be read in conjunction with all Specifications and Schedules, all specialist consultant documentation: BASIX, Nat-ERS, Section J Certificates.
- Minor changes to building form & configuration may be required after Development Consent.
- Do not scale from drawing; figured dimensions only to be used.
- Building Contractor to verify all dimensions before commencing work.

Rev	Date	By	Chk	Description
P1	1/05/2026			Coordination Pack
P2	16/05/2026			Updated Coordination Pack
P3	22/05/2026			Updated Coordination Pack



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Project Name Leppington Site A
Project Number 13053
Project Address 173-183 Rickard Road
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Country Dharug

FOR COORDINATION

Drawing Name
Cover Page

Drawing Scale
Drawing No.
DA000

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Revision
P3

173 - 183 RICKARD ROAD, LEPPINGTON, NEW SOUTH WALES, 2179

STATE SIGNIFICANT DEVELOPMENT APPLICATION

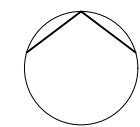
- All works to be in accordance with authority & statutory approvals.
- Refer to site survey for all information relating to existing site conditions.
- All Boundary information to be confirmed by registered surveyor before commencing works on site.
- Refer to Arborist Report and Landscape Documentation for all information relating to trees and their retention/removal, and all landscape works.
- Drawings to be read in conjunction with all Specifications and Schedules, all specialist consultant documentation, BASIX, NatHERS, Section J Certificates.
- Minor changes to building form & configuration may be required after Development Consent.
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P1	1/05/2026			Coordination Pack
P2	16/05/2026			Updated Coordination Pack
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DA DRAWING LIST				
Drawing Series	Drawing No:	Drawing Name	Rev ID	Scales
Cover Pages				
	DA000	Cover Page	P3	
	DA001	Title Sheet	P3	
	DA002	Development Summary	P3	
	DA003	Development Summary	P3	
	DA004	Perspective View	P3	
	DA005	Perspective View	P3	
	DA006	Perspective View	P3	
	DA007	Perspective View	P3	
Site Series				
	DA100	Site & Location Plan	P3	1:100...
	DA101	Site Analysis Plan	P2	1:100...
	DA102	Demolition Plan	P3	1:500
	DA103	Site Plan	P1	1:500
	DA104	Public Space Allocation	P3	1:500
	DA105	Subdivision Plan	P3	1:500
	DA106	Stratum Plan (SP2 Zone Reduced)	P1	1:500
Plans				
	DA200	Basement 07	P3	1:500
	DA201	Basement 06	P3	1:500
	DA202	Basement 05	P3	1:500
	DA203	Basement 04	P3	1:500
	DA204	Basement 03	P3	1:500
	DA205	Basement 02	P3	1:500
	DA206	Basement 01	P3	1:500
	DA207	Lower Ground	P3	1:500
	DA208	Ground Floor	P3	1:500
	DA209	Upper Ground	P3	1:500
	DA210	Level 1	P3	1:500
	DA211	Level 2	P3	1:500
	DA212	Level 3	P3	1:500
	DA213	Level 4	P3	1:500
	DA214	Level 5	P3	1:500
	DA215	Level 6	P3	1:500
	DA216	Level 7	P3	1:500
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	DA219	Level 10	P3	1:500
	DA220	Level 11	P3	1:500
	DA221	Level 12	P3	1:500
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	DA223	Level 14	P3	1:500
	DA224	Level 15	P3	1:500
	DA225	Level 16	P3	1:500
	DA226	Level 17	P3	1:500
	DA227	Level 18	P3	1:500
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	DA230	Level 21	P3	1:500
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	DA236	Level 27	P3	1:500
	DA237	Level 28	P3	1:500
	DA238	Level 29	P3	1:500
	DA239	Level 30	P3	1:500
	DA240	Level 31	P3	1:500

Drawing Series	Drawing No:	Drawing Name	Rev ID	Scales
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	DA242	Level 33	P3	1:500
	DA243	Level 34	P3	1:500
	DA244	Level 35	P3	1:500
	DA245	Level 36	P3	1:500
	DA246	Roof	P3	1:500
Elevations, Sections & Perspectives				
	DA300	Overall North Elevations	P3	1:500
	DA301	Overall South Elevations	P2	1:500
	DA302	Overall West Elevations	P3	1:500
	DA303	Overall East Elevations	P3	1:500
	DA304	Building 1 Elevations	P3	1:500
	DA305	Building 2 Elevations	P3	1:500
	DA306	Building 3 Elevations	P3	1:500
	DA307	Building 4 Elevations	P3	1:500
	DA308	Building 5 Elevations	P3	1:500
	DA309	Building 6 Elevations	P3	1:500
	DA310	Building 7 Elevations	P3	1:500
	DA311	Building 8 Elevations	P3	1:500
	DA312	Section 01	P3	1:500
	DA313	Section 02	P3	1:500
	DA314	Materials & Finishes Schedule	P3	1:3.5...
Shadows				
	DA400	Shadow Diagrams - June 21 Existing	P3	1:2000
	DA401	Shadow Diagrams - June 21 Existing	P3	1:2000
	DA402	Shadow Diagrams - June 21 Future	P3	1:2000
	DA403	Shadow Diagrams - June 21 Future	P3	1:2000
	DA404	Eye of the Sun Diagrams	P3	
	DA405	Eye of the Sun Diagrams	P3	1:100
Compliance Drawings				
	DA500	GFA Diagrams	P3	1:1000
	DA501	GFA Diagrams	P3	1:1000
	DA502	GFA Diagrams	P3	1:1000
	DA503	GFA Diagrams	P3	1:1000
	DA504	GFA Diagrams	P3	1:1000
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	DA506	GFA Diagrams	P3	1:1000
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	DA508	GFA Diagrams	P3	1:1000
	DA509	GFA Diagrams	P3	1:1000
	DA510	GFA Diagrams	P3	1:1000
	DA511	Affordable Apartments	P2	1:1000
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	DA528	Solar Access Diagram	P2	1:1000

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	DA529	Cross Ventilation Diagrams	P2	1:1000
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	DA531	Cross Ventilation Diagrams	P2	1:1000
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	DA544	Adaptable Pre & Post	P2	
	DA545	Adaptable Pre & Post	P2	
	DA546	Livable Apartments	P1	
	DA547	Accessible Hotel Layout	P1	
	DA548	Communal Open Space Diagrams	P2	1:1000
	DA549	Deep Soil Diagrams	P2	1:500...
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	DA551	Storage Diagram Building 1	P1	
	DA552	Storage Diagram Building 2	P1	
	DA553	Storage Diagram Building 2	P1	
	DA554	Storage Diagram Building 3	P1	
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	DA562	Storage Diagram Building 7	P1	
	DA563	Storage Diagram Building 7	P1	
	DA564	Storage Diagram Building 8	P1	
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Notification Plans				
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	DA601	Notification Plans Elevations		1:1500
	DA602	Notification Plans Elevations		1:1500
	DA603	Notification Plans Elevations		1:1500
	DA604	Notification Plans Elevations		1:1500



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Project NameLeppington Site A

Project Number13053

Project Address173-183 Rickard Road
Leppington NSW 2179

CountryDharug

FOR COORDINATION

Drawing NameTitle Sheet

Drawing Scale

Drawing No.DA001

@ A1

RevisionP3

Site Area:	32420 m ²
Proposed GFA:	188,084 m ²
Proposed FSR:	5.80 :1

Unit Mix Total	1B	2B	3B	Total		Retail	FSR			Affordable Units				Hotel	FSR	
Proposed	469	750	274	1493	Req GFA	8105	0.25	:1		Required	224	15%	GFA	9208	0.28	:1
	31%	50%	18%	100%	Prop GFA	32321	1.00	:1		Proposed	217	15%	keys	156		
Target Mix-Req	10%	75%	15%	100%									Levels	G-112		

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Rev	Date	By	Chk	Description
01	16/05/2026			Updated Coordination Pack
P3	22/05/2026			Updated Coordination Pack

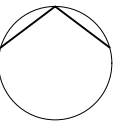
Project Name	173-183 Rickard Road, Leppington NSW 2179
Development Summary	22/05/2026

Build-to-sell (BTS)						Build-to-sell (BTS)						Build-to-rent						Build-to-rent						TOTAL	NLA	GLA	GFA	Affordable units
Building 5						Building 6						Building 7						Building 8										
1B	2B	3B	Sub	GFA	GFA AH	1B	2B	3B	Sub	GFA	GFA AH	1B	2B	3B	Sub	GFA	GFA AH	1B	2B	3B	Sub	GFA	GFA AH					
36 STOREYS						25 STOREYS						36 STOREYS						31 STOREYS										
			0						0												0			0	770	772	694	0
			0						0												0			0	11,551	11,628	11,976	0
			0						0												0			0	6,314	6,870	7,010	0
			0						0												0			0	6,743	7,048	7,590	0
			0						0												0			0	4,340	4,534	6,231	0
			0						0												0			19			4,710	7
1	3	2	6	598		1	3	2	6	594		4	3	0	7	610		2	3	1	6	587		44			4,970	7
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1	3	2	6	598		1	3	2	6	594		4	3	0	7	610		2	3	1	6	587		44			4,970	7
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1	3	2	6	598		1	3	2	6	594		4	3	0	7	610		2	3</									



- All works to be in accordance with authority & statutory approvals.
- Refer to site survey for all information relating to existing site conditions.
- All Boundary information to be confirmed by registered surveyor before commencing works on site.
- Refer to Architect Report and Landscape Documentation for all information relating to trees and their retention/removal, and all landscape works.
- Drawings to be read in conjunction with all Specifications and Schedules, all specialist consultant documentation, BASIX, Nat-ERS, Section J Certificates.
- Minor changes to building form & configuration may be required after Development Consent.
- Do not scale from drawing; figured dimensions only to be used.
- Building Contractor to verify all dimensions before commencing work.

Rev	Date	By	Chk	Description
P1	1/05/2026			Coordination Pack
P2	16/05/2026			Updated Coordination Pack
P3	22/05/2026			Updated Coordination Pack



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Project Name Leppington Site A
Project Number 13053
Project Address 173-183 Rickard Road
Leppington NSW 2179

Country Dharug

FOR COORDINATION

Drawing Name
Perspective View

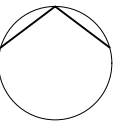
Drawing Scale
Drawing No.
DA004

@ A1
Revision
P3



- All works to be in accordance with authority & statutory approvals.
- Refer to site survey for all information relating to existing site conditions.
- All Boundary Information to be confirmed by registered surveyor before commencing works on site.
- Refer to Arborist Report and Landscape Documentation for all information relating to trees and their retention/removal, and all landscape works.
- Drawings to be read in conjunction with all Specifications and Schedules, all specialist consultant documentation: BASIX, Nat-ERS, Section J Certificates.
- Minor changes to building form & configuration may be required after Development Consent.
- Do not scale from drawing; figured dimensions only to be used.
- Building Contractor to verify all dimensions before commencing work.

Rev	Date	By	Chk	Description
P1	1/05/2026			Coordination Pack
P2	16/05/2026			Updated Coordination Pack
P3	22/05/2026			Updated Coordination Pack



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Drawing Name
Perspective View

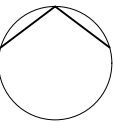
Drawing Scale
Drawing No.
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@ A1
Revision
P3



- All works to be in accordance with authority & statutory approvals.
- Refer to site survey for all information relating to existing site conditions.
- All Boundary information to be confirmed by registered surveyor before commencing works on site.
- Refer to Architect Report and Landscape Documentation for all information relating to trees and their retention/removal, and all landscape works.
- Drawings to be read in conjunction with all Specifications and Schedules, all specialist consultant documentation: BASIX, Nat-ERS, Section J Certificates.
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- Do not scale from drawing; figured dimensions only to be used.
- Building Contractor to verify all dimensions before commencing work.

Rev	Date	By	Chk	Description
P1	1/05/2026			Coordination Pack
P2	16/05/2026			Updated Coordination Pack
P3	22/05/2026			Updated Coordination Pack



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FOR COORDINATION

Drawing Name
Perspective View

Drawing Scale
Drawing No.
DA006

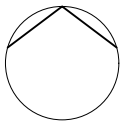
@ A1
Revision
P3



PLACEHOLDER

- All works to be in accordance with authority & statutory approvals.
- Refer to site survey for all information relating to existing site conditions.
- All Boundary information to be confirmed by registered surveyor before commencing works on site.
- Refer to Adjacent Report and Landscape Documentation for all information relating to trees and their retention/removal, and all landscape works.
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- Do not scale from drawing; figured dimensions only to be used.
- Building Contractor to verify all dimensions before commencing work.

Rev	Date	By	Chk	Description
P1	1/05/2026			Coordination Pack
P2	16/05/2026			Updated Coordination Pack
P3	22/05/2026			Updated Coordination Pack



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Project Address 173-183 Rickard Road
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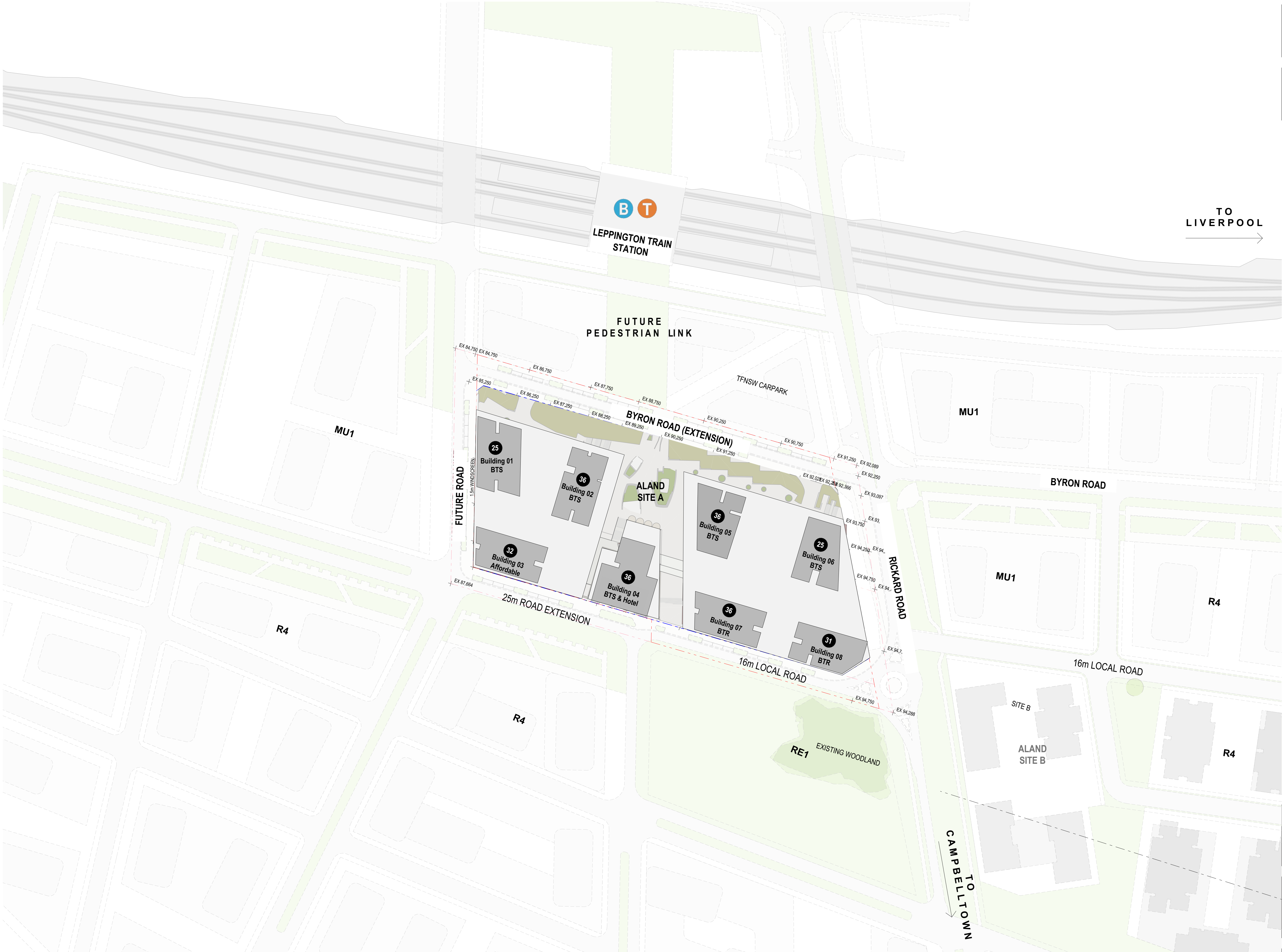
Country Dharug

FOR COORDINATION

Drawing Name
Perspective View

Drawing Scale
Drawing No.
DA007

@ A1
Revision
P3

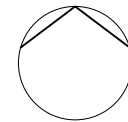


- All works to be in accordance with authority & statutory approvals.
- Refer to site survey for all information relating to existing site conditions.
- All Boundary information to be confirmed by registered surveyor before commencing works on site.
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Rev	Date	By	Chk	Description
P1	1/05/2026			Coordination Pack
P2	16/05/2026			Updated Coordination Pack
P3	22/05/2026			Updated Coordination Pack

TO
LIVERPOOL
→

0 2 4 8 20.00m
Scale 1:500 @ A1



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Project Number 13053
Project Address 173-183 Rickard Road
Leppington NSW 2179

Country Dharug

FOR COORDINATION

Drawing Name
Site & Location Plan

Drawing Scale

Drawing No.
DA100

1:1000, 1:6.17 @ A1

Revision
P3

Rev	Date	By	Chk	Description
P1	16/05/2026			Updated Coordination Pack
P2	22/05/2026			Updated Coordination Pack

Drawing Scale 1:1000, 1:7.77, 1:1.5
Drawing No. 1:1.69, 1:1.78, 1:3.22, 1:2.1
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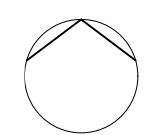
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- All works to be in accordance with authority & statutory approvals.
- Refer to site survey for all information relating to existing site conditions.
- All Boundary information to be confirmed by registered surveyor before commencing works on site.
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Rev	Date	By	Chk	Description
P1	22/05/2026			Updated Coordination Pack



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Scale 1:500 @ A1



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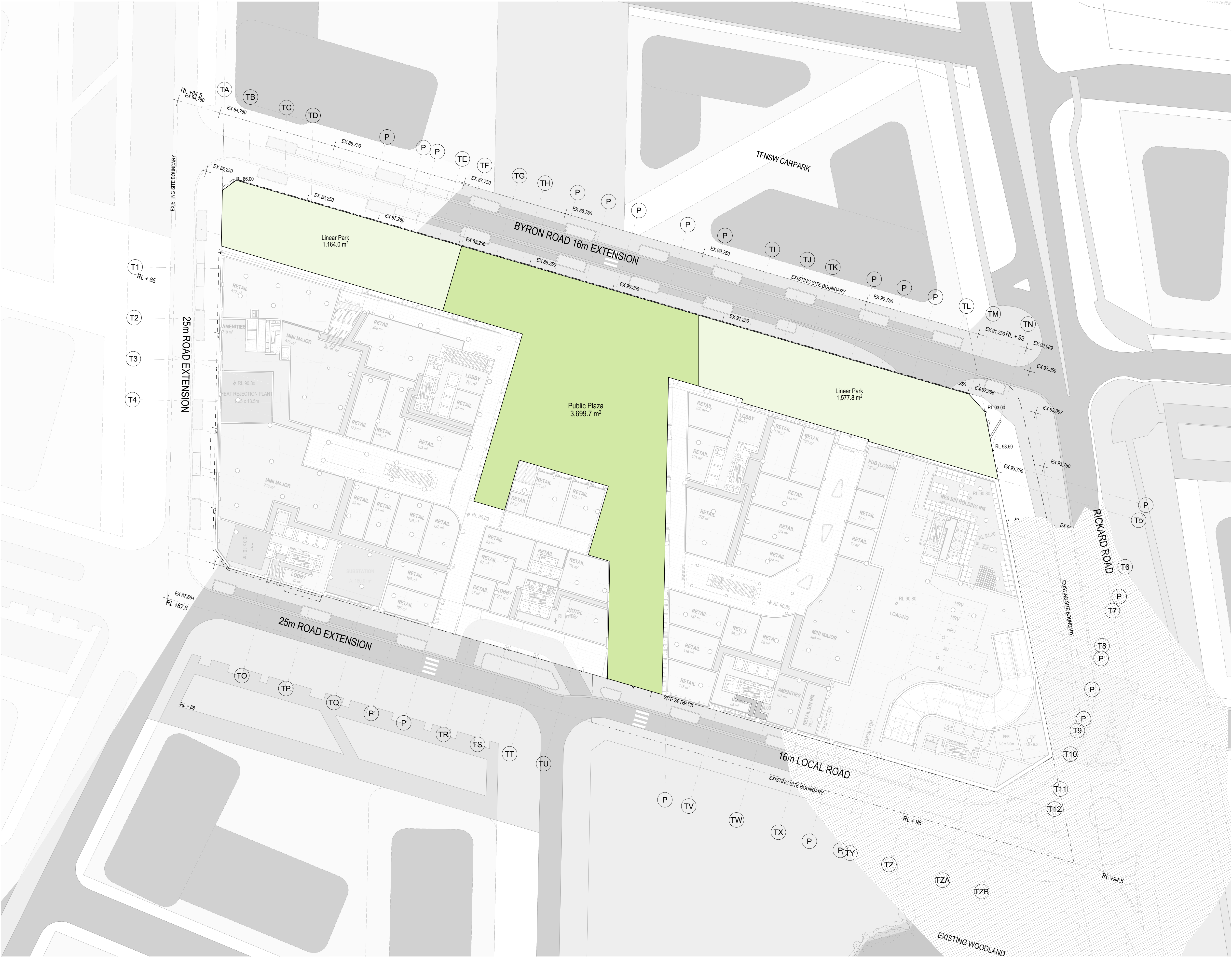
Project Name	Leppington Site A
Project Number	13053
Project Address	173-183 Rickard Road Leppington NSW 2179

Country Dharug

FOR COORDINATION

Drawing Name
Site Plan

Drawing Scale	1:500 @ A1
Drawing No.	Revision
DA103	P1



- All works to be in accordance with authority & statutory approvals.
- Refer to site survey for all information relating to existing site conditions.
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- Minor changes to building form & configuration may be required after Development Consent.
- Do not scale from drawing; figured dimensions only to be used.
- Building Contractor to verify all dimensions before commencing work.

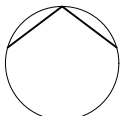
Rev	Date	By	Chk	Description
P1	1/05/2026			Coordination Pack
P2	16/05/2026			Updated Coordination Pack
P3	22/05/2026			Updated Coordination Pack

LEGEND

	Linear Park
	Public Plaza

Draft ILP Requirements = 6401 m²
Provided = 6441.5m²

0 2 4 8 20.00m
Scale 1:500 @ A1



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Project Name Leppington Site A
Project Number 13053
Project Address 173-183 Rickard Road
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Country Dharug

FOR COORDINATION

Drawing Name
Public Space Allocation

Drawing Scale

Drawing No.
DA104

1:500 @ A1

Revision
P3

Rev	Date	By	Chk	Description
P1	1/05/2026			Coordination Pack
P2	16/05/2026			Updated Coordination Pack
P3	22/05/2026			Updated Coordination Pack

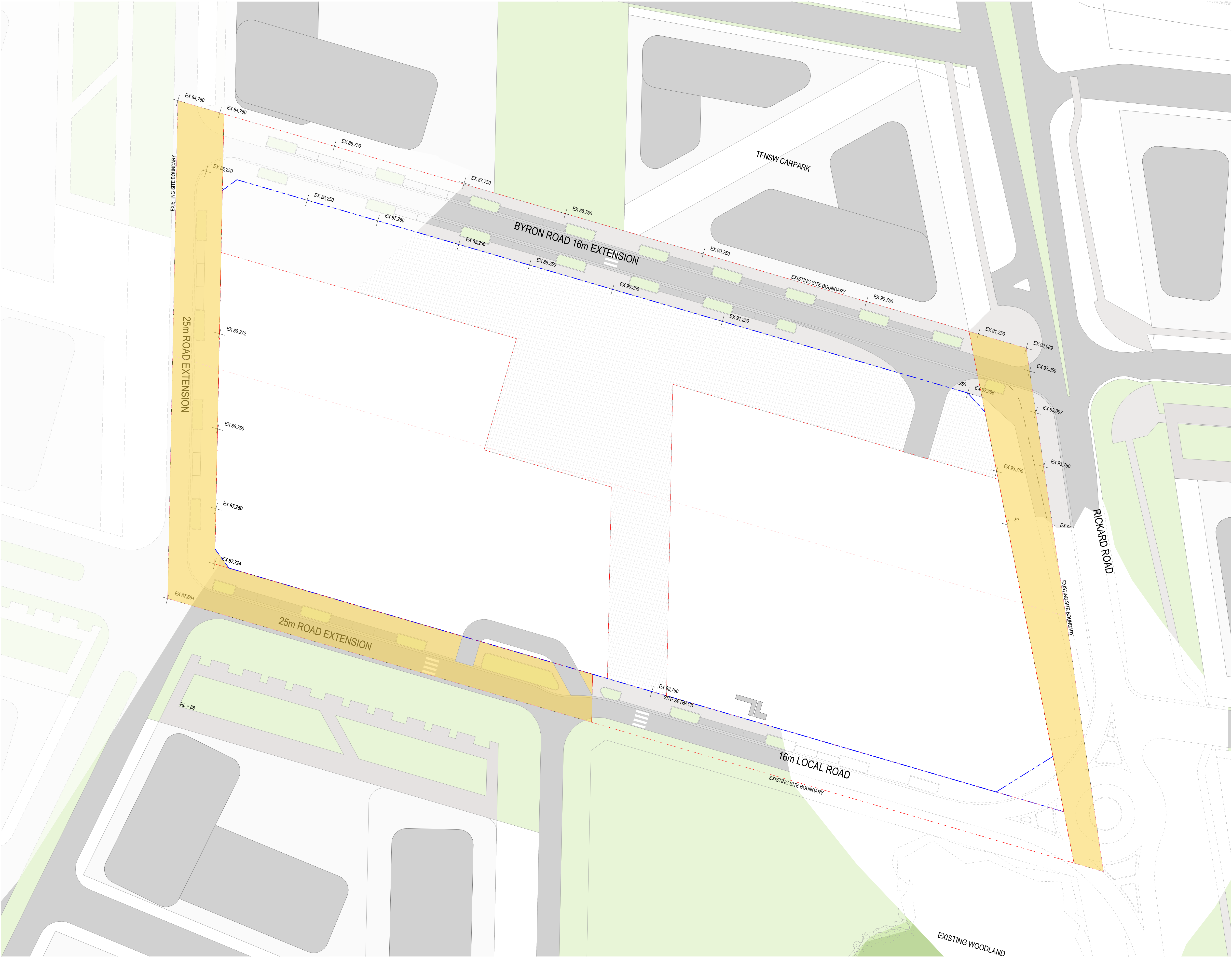
DKO

Country	Dharug
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Drawing Scale
Drawing No.

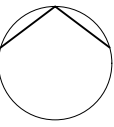
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Revision

P3



- All works to be in accordance with authority & statutory approvals.
- Refer to site survey for all information relating to existing site conditions.
- All Boundary information to be confirmed by registered surveyor before commencing works on site.
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Rev	Date	By	Chk	Description
P1	22/05/2026			Updated Coordination Pack



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Project Name Leppington Site A
Project Number 13053
Project Address 173-183 Rickard Road
Leppington NSW 2179

Country Dharug

FOR COORDINATION

Drawing Name
Stratum Plan (SP2 Zone
Reduced)

Drawing Scale

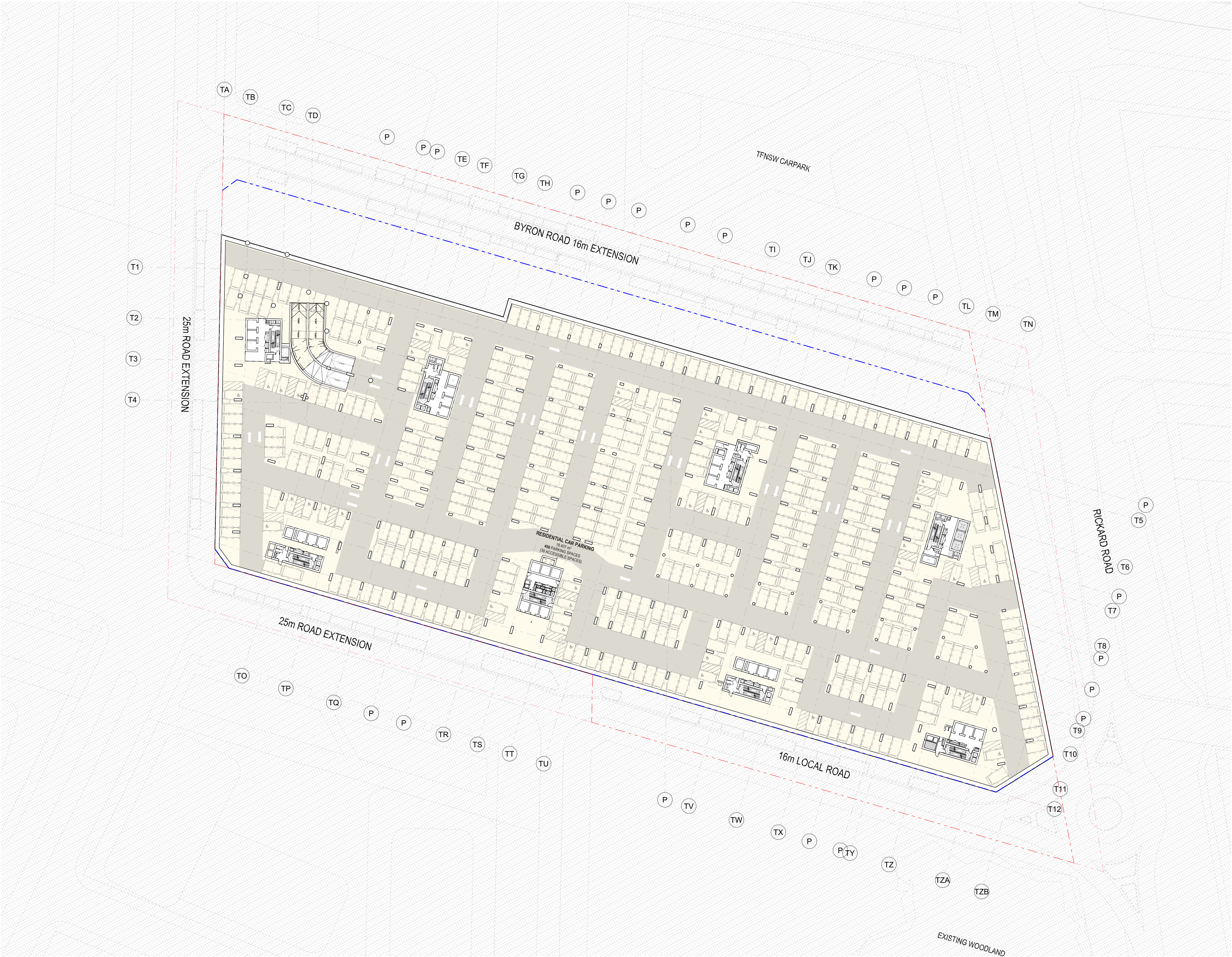
Drawing No.

DA106

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Revision

P1



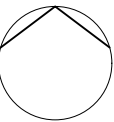
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Rev	Date	By	Chk	Description
P1	1/05/2026			Coordination Pack
P2	16/05/2026			Updated Coordination Pack
P3	22/05/2026			Updated Coordination Pack

-7-
BASEMENT 07
1:500

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0 2 4 8 20.00m
Scale 1:500 @ A1



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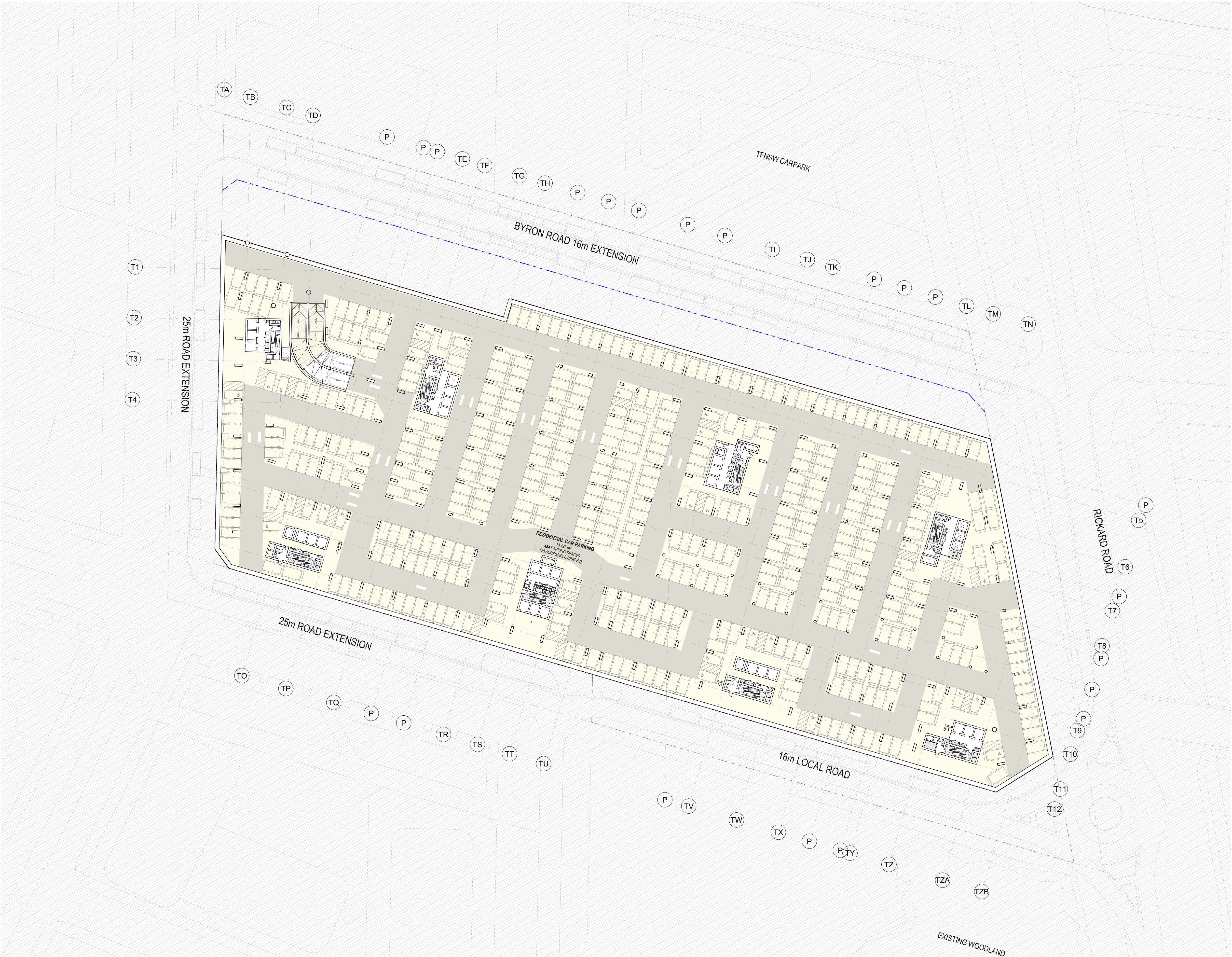
Country Dharug

FOR COORDINATION

Drawing Name
Basement 07

Drawing No. DA200
Drawing No. P3
Revision

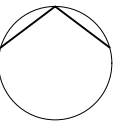
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Rev	Date	By	Chk	Description
P2	16/05/2026			Updated Coordination Pack
P3	22/05/2026			Updated Coordination Pack

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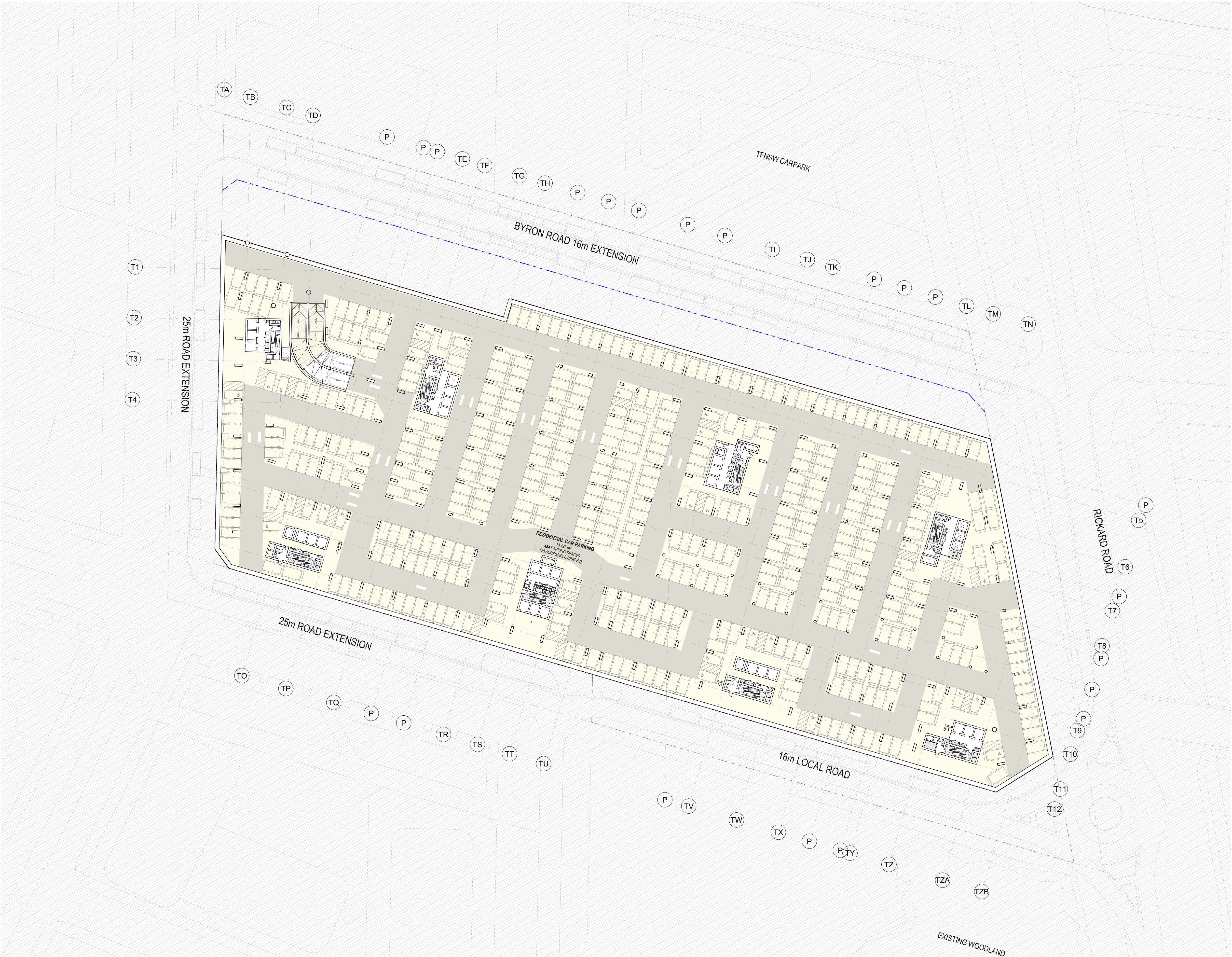
Country Dharug

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Drawing Name
Basement 06

Drawing No.
DA201

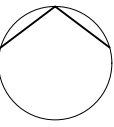
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Revision
P3



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P2	16/05/2026			Updated Coordination Pack
P3	22/05/2026			Updated Coordination Pack

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Scale 1:500 @ A1



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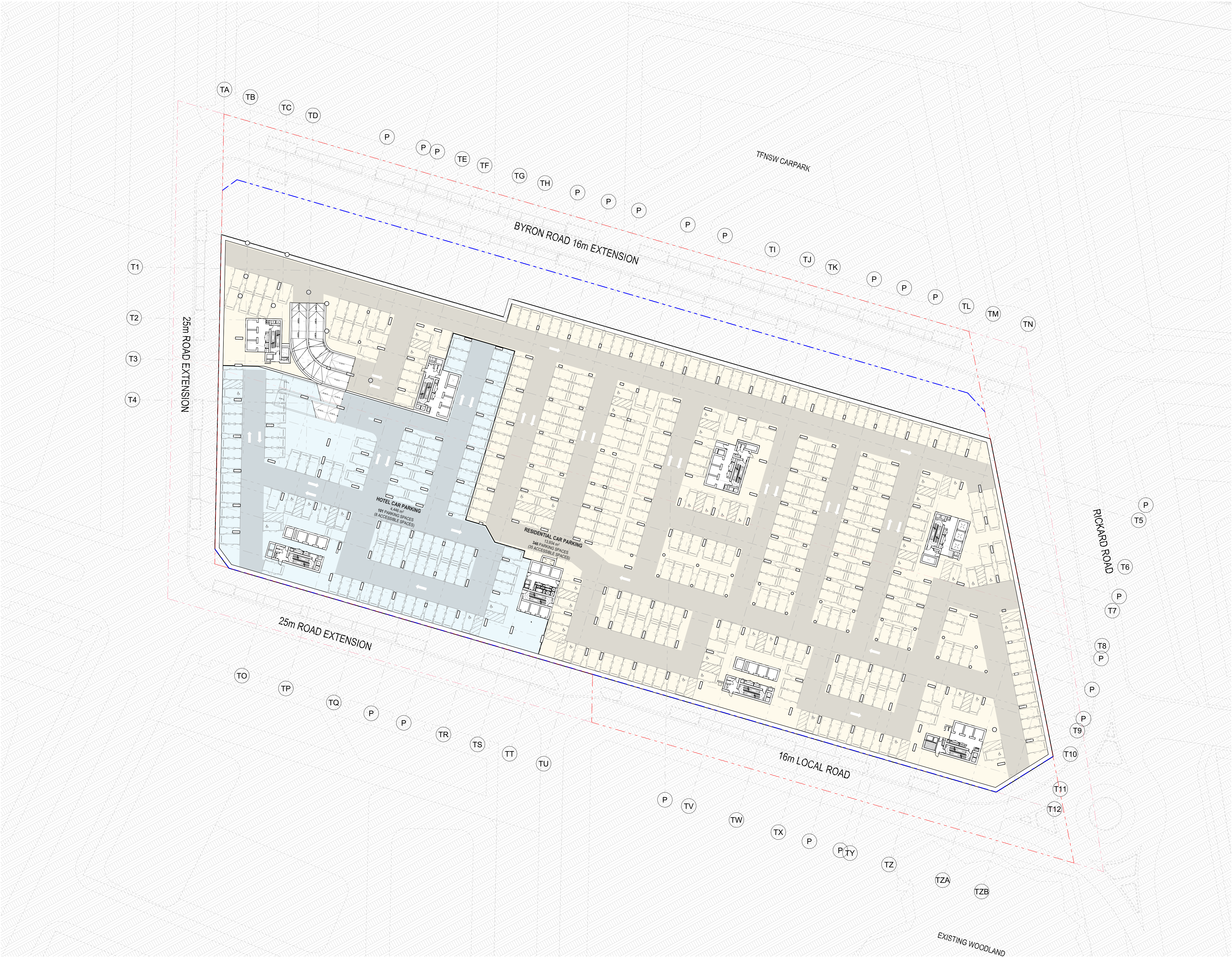
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Basement 05

Drawing Scale

Drawing No.
DA202

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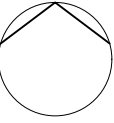
Revision
P3



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P3	22/05/2026			Updated Coordination Pack

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Scale 1:500 @ A1



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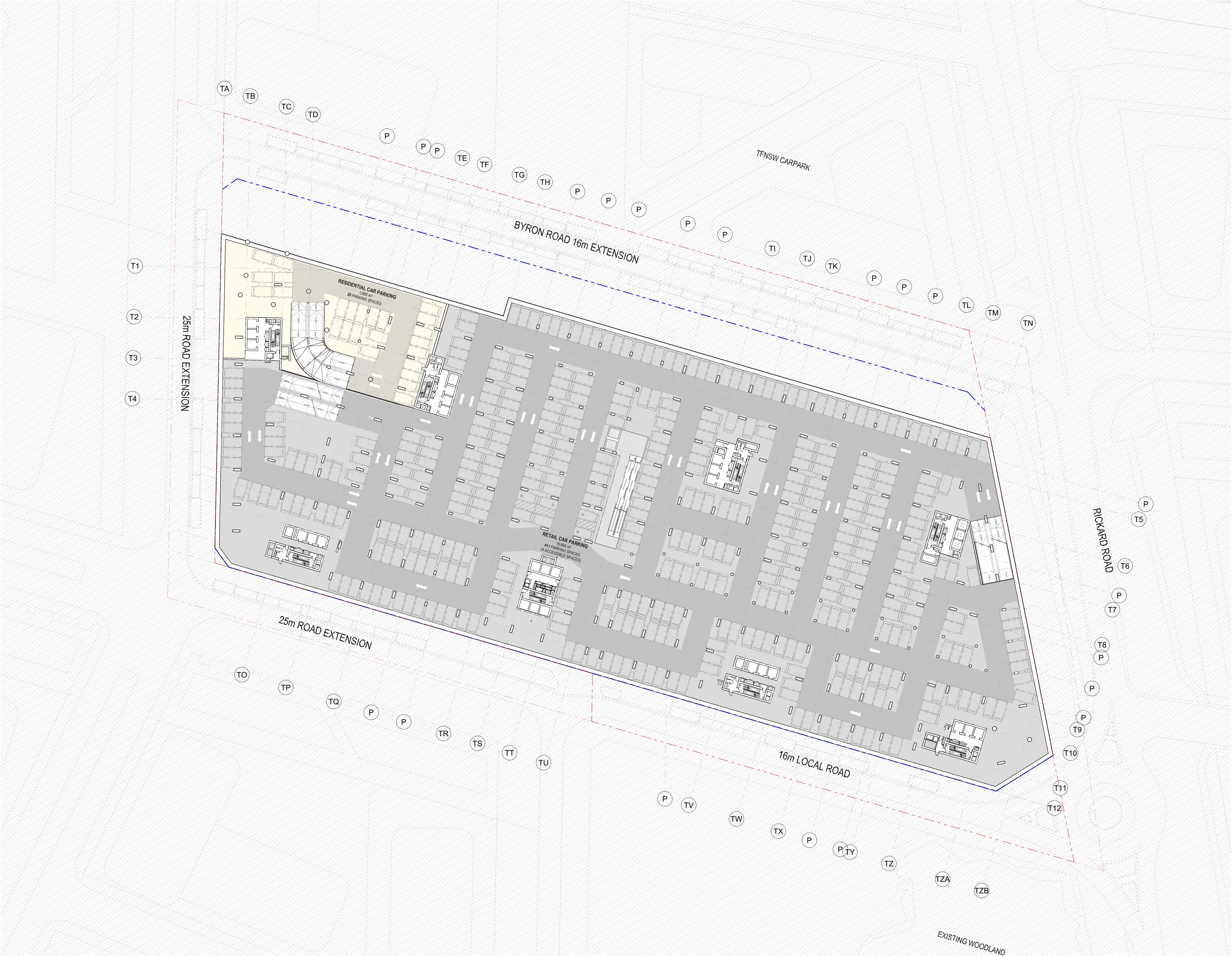
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Drawing Name
Basement 04

Drawing No.
DA203

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Revision
P3

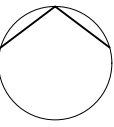
-4-
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BASEMENT 04



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Scale 1:500 @ A1



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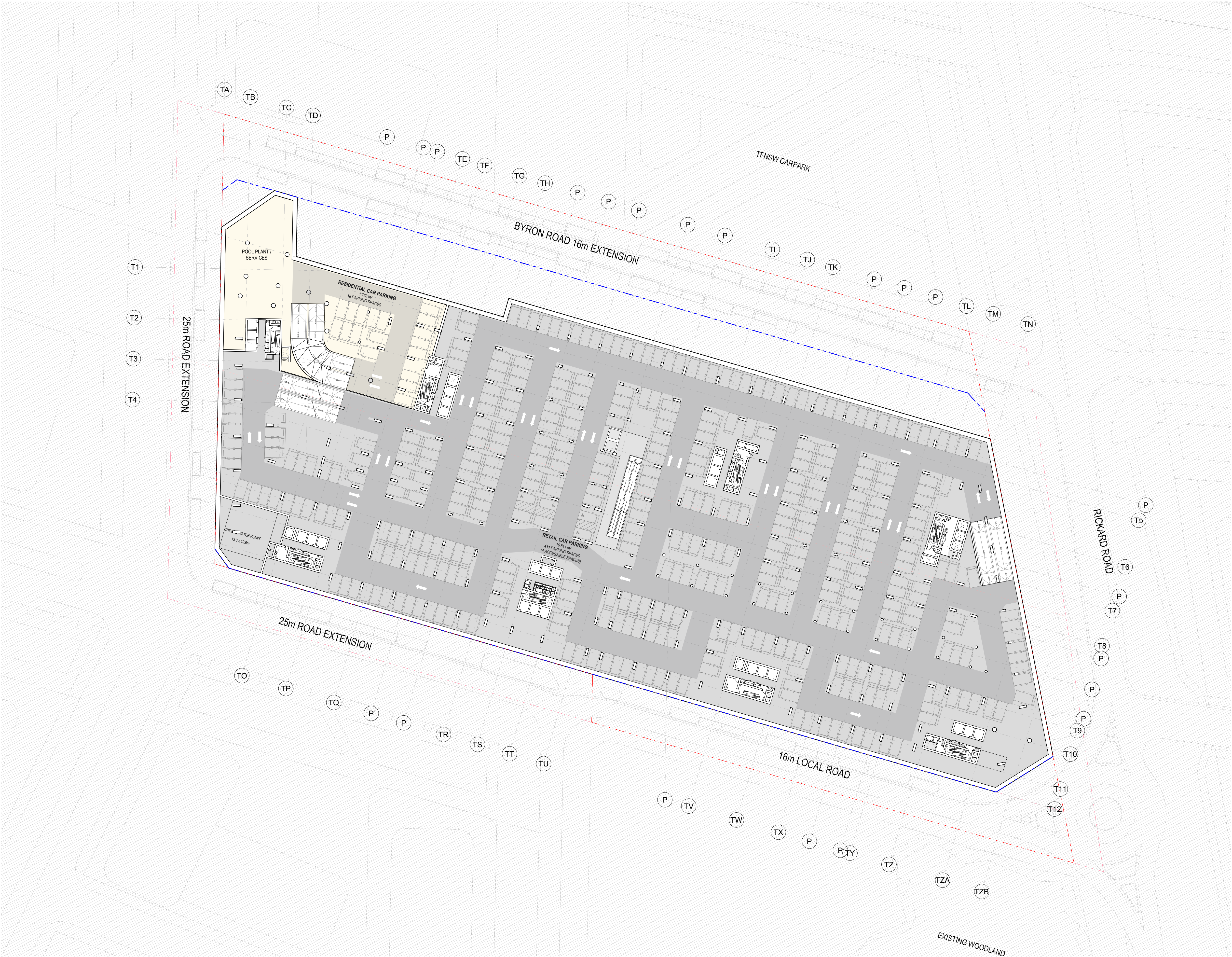
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Drawing Name
Basement 03

Drawing No.
DA204

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Revision
P3

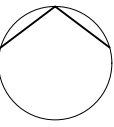
-3-
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BASEMENT 03



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Drawing Name
Basement 02

Drawing No.

DA205

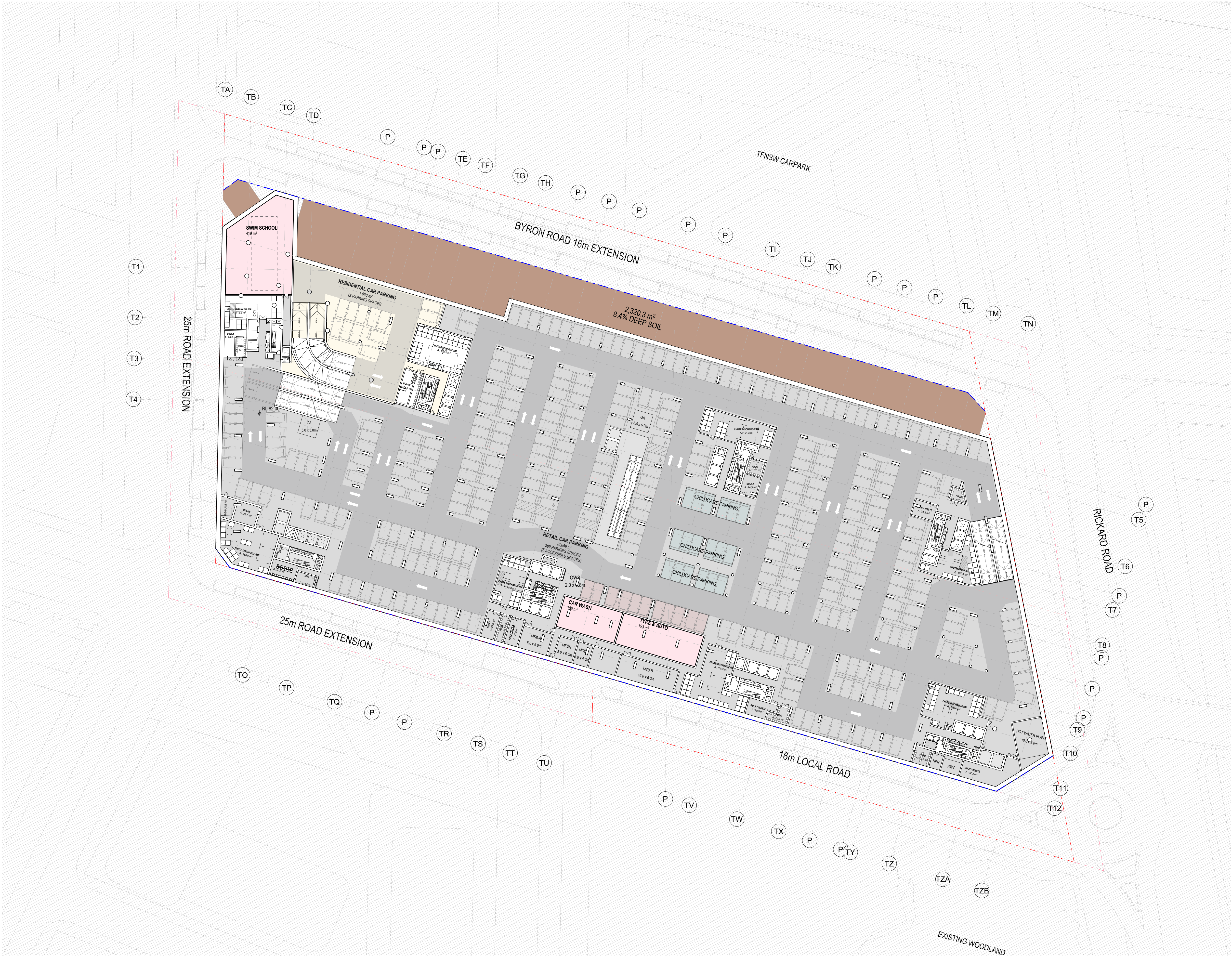
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Revision

P3

-2-

BASEMENT 02
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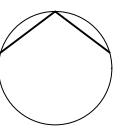


-1.
BASEMENT 01
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P3	22/05/2026			Updated Coordination Pack

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Scale 1:500 @ A1



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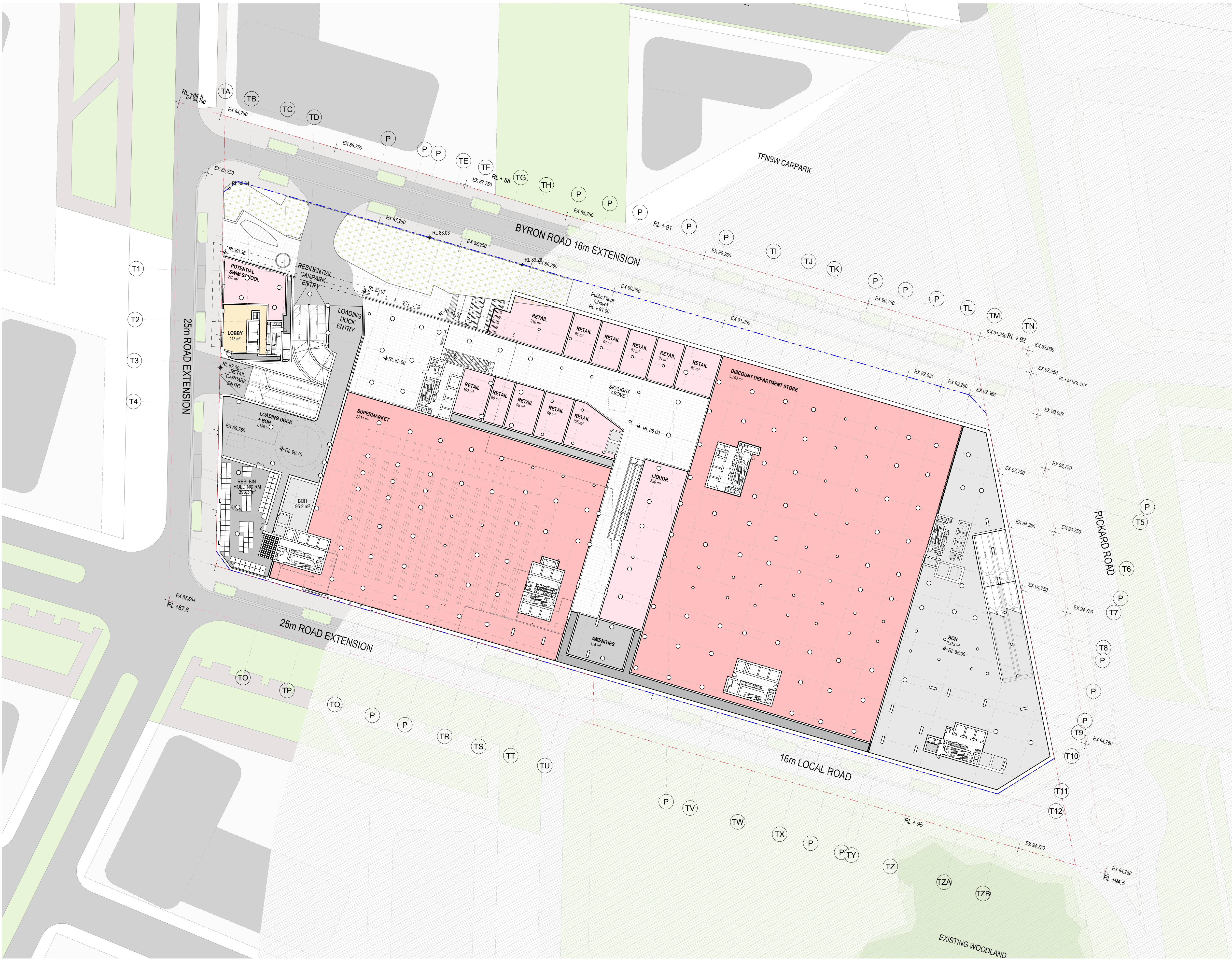
Country Dharug

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Drawing Name
Basement 01

Drawing Scale
Drawing No.
DA206

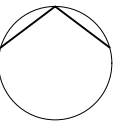
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Revision
P3



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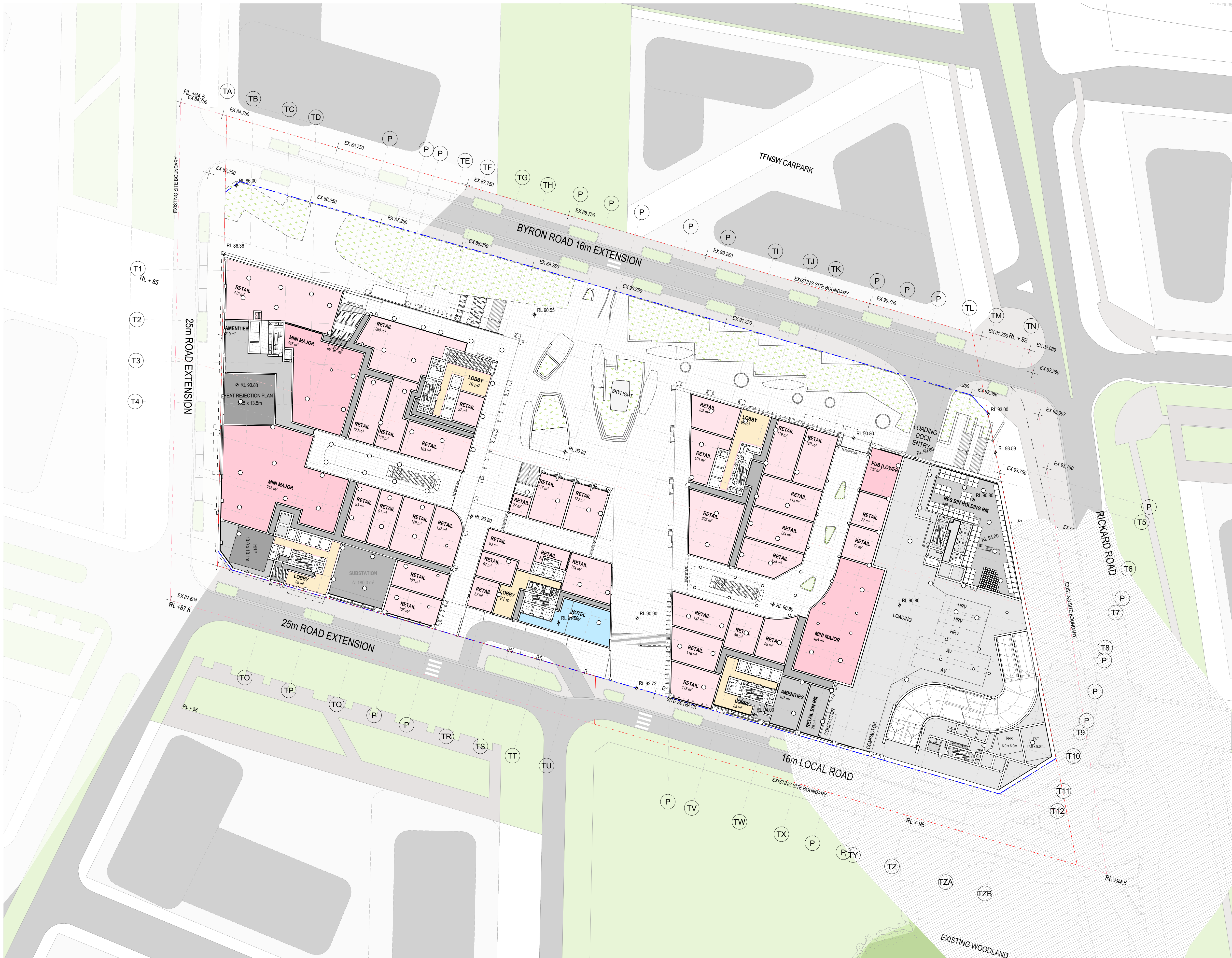
Drawing Name
Lower Ground

Drawing Scale
Drawing No.
DA207

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Revision
P3

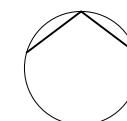
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1. GROUND LEVEL
1:500

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Drawing Name
Ground Floor

Drawing No.
DA208

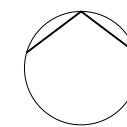
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Revision
P3

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Drawing Name
Upper Ground

Drawing Scale
Drawing No. DA209
Revision
P3

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2

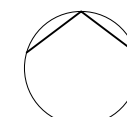
UPPER GROUND
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Scale 1:500 @ A1



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Drawing Name
Level 1

Drawing Scale

Drawing No.
DA210

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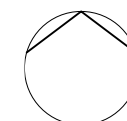
Revision
P3

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Drawing Name
Level 2

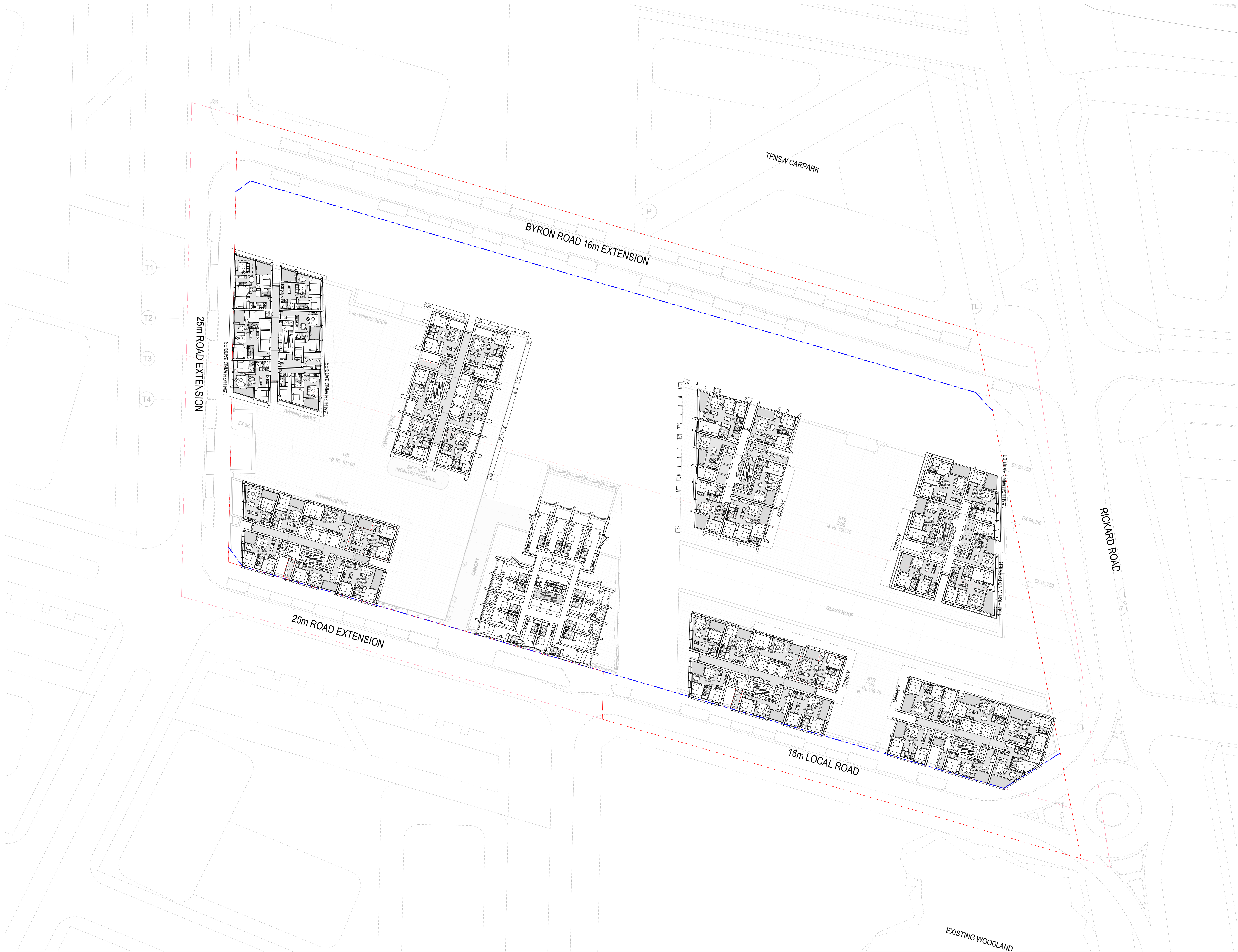
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Drawing No.
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Revision
P3

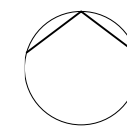
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LEVEL 02
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P3	22/05/2026			Updated Coordination Pack



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Drawing Name
Level 3

Drawing Scale

Drawing No.
DA212

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Revision
P3

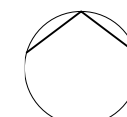
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LEVEL 03
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Drawing Name
Level 4

Drawing Scale
Drawing No.
DA213

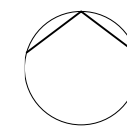
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Revision
P3

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P3	22/05/2026			Updated Coordination Pack



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Drawing Name
Level 5

Drawing Scale
Drawing No. DA214
Revision
P3

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7.

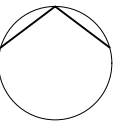
LEVEL 05
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Rev	Date	By	Chk	Description
P1	1/05/2026			Coordination Pack
P2	16/05/2026			Updated Coordination Pack
P3	22/05/2026			Updated Coordination Pack



0 2 4 8 20.00m
Scale 1:500 @ A1



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Project Number 13053
Project Address 173-183 Rickard Road
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Drawing Name
Level 6

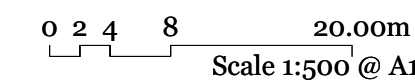
Drawing Scale

Drawing No.
DA215

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Revision
P3

Rev	Date	By	Chk	Description
P1	1/05/2026			Coordination Pack
P2	16/05/2026			Updated Coordination Pack
P3	22/05/2026			Updated Coordination Pack



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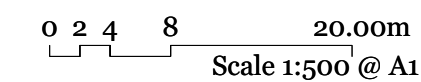
Country Dharug

Drawing Name
Level 7

DA216

P3

Rev	Date	By	Chk	Description
P1	1/05/2026			Coordination Pack
P2	16/05/2026			Updated Coordination Pack
P3	22/05/2026			Updated Coordination Pack



Project Name	Leppington Site A
Project Number	13053
Project Address	173-183 Rickard Road Leppington NSW 2179

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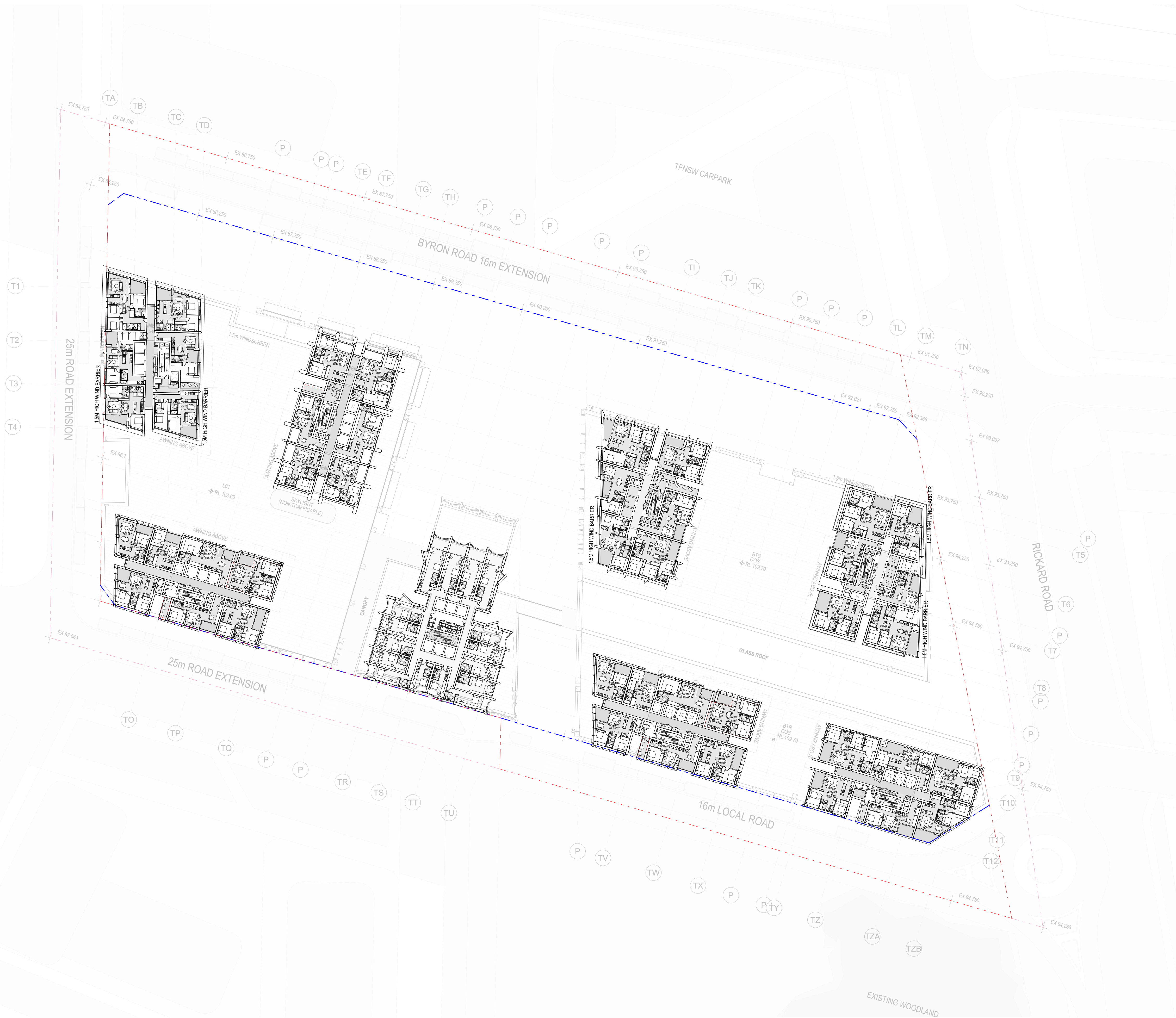
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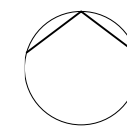
P3

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P3	22/05/2026			Updated Coordination Pack



0 2 4 8 20.00m
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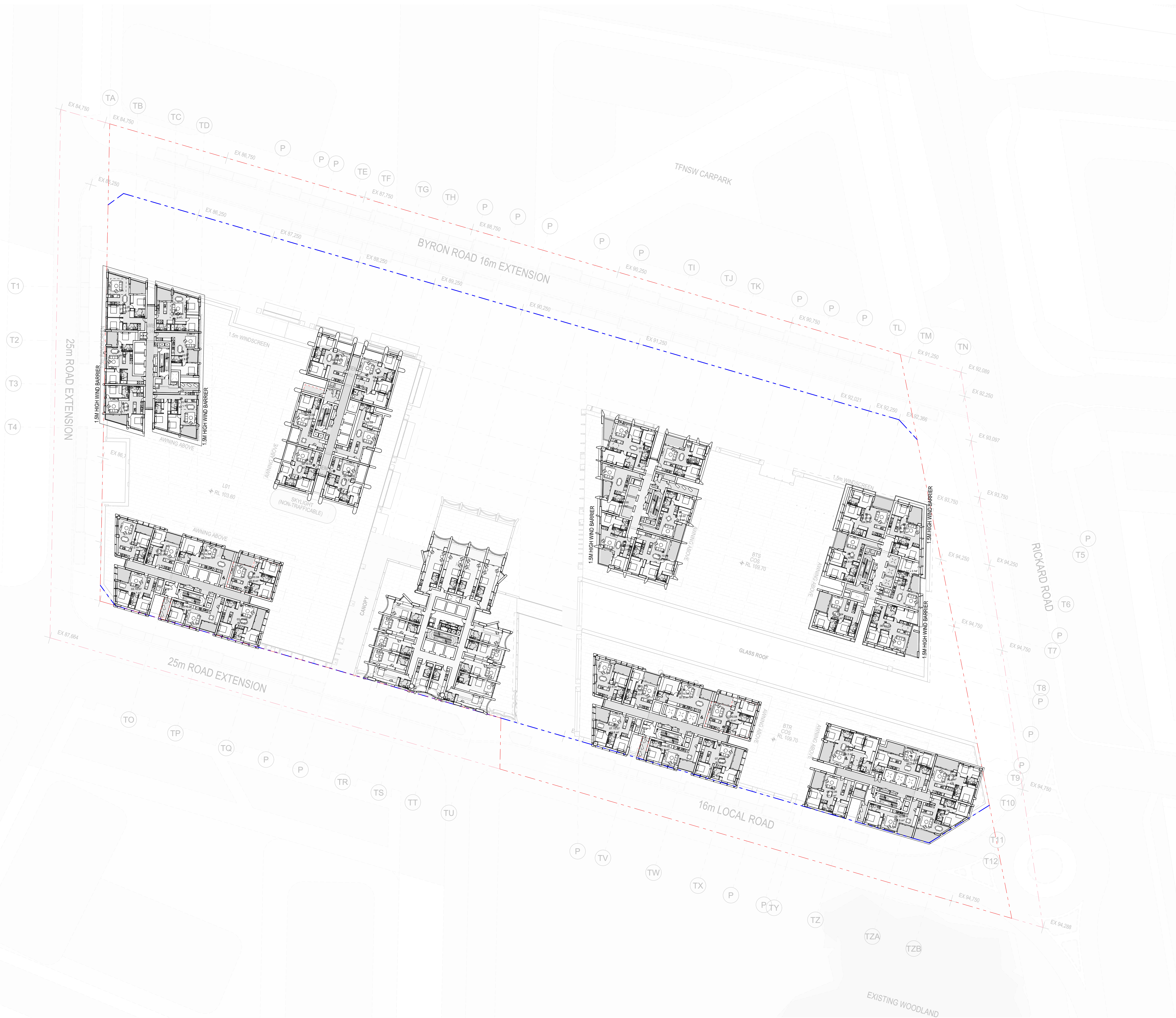
Drawing Name
Level 9

Drawing Scale
DA218

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Revision
P3

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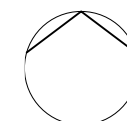
Rev	Date	By	Chk	Description
P1	1/05/2026			Coordination Pack
P2	16/05/2026			Updated Coordination Pack
P3	22/05/2026			Updated Coordination Pack



12. LEVEL 10
1:500

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Scale 1:500 @ A1



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Drawing Name
Level 10

Drawing Scale
DA219

1:500 @ A1
Revision
P3

Rev	Date	By	Chk	Description
P1	1/05/2026			Coordination Pack
P2	16/05/2026			Updated Coordination Pack
P3	22/05/2026			Updated Coordination Pack



Project Name	Leppington Site A
Project Number	13053
Project Address	173-183 Rickard Road Leppington NSW 2179

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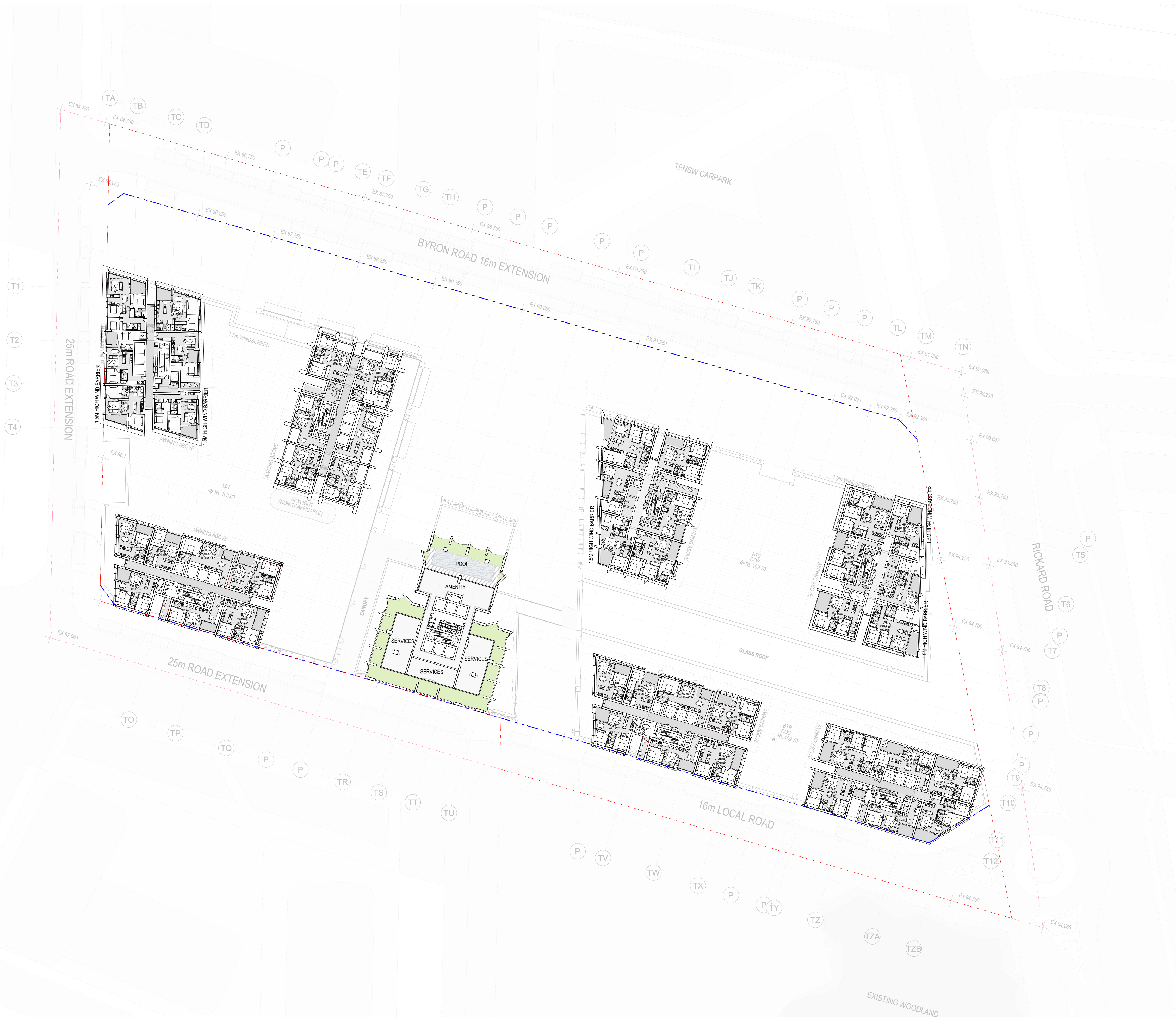
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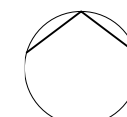
Revision
P3

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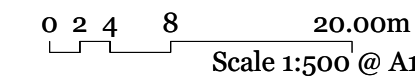
FOR COORDINATION

Drawing Name
Level 12

Drawing Scale
DA221

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Revision
P3

Rev	Date	By	Chk	Description
P1	1/05/2026			Coordination Pack
P2	16/05/2026			Updated Coordination Pack
P3	22/05/2026			Updated Coordination Pack



Project Name	Leppington Site A
Project Number	13053
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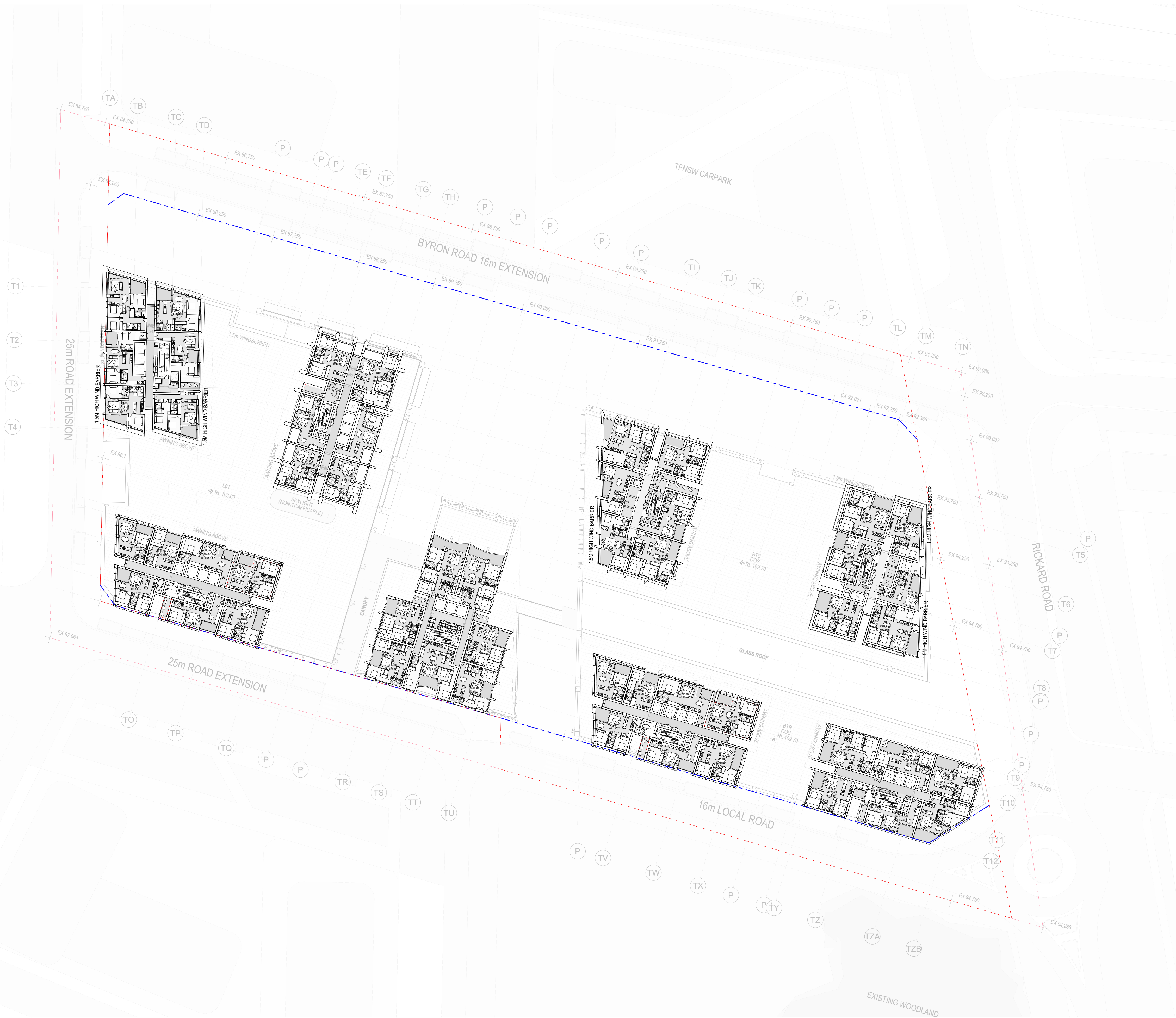
Drawing Scale

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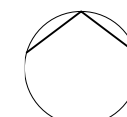
P3

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Drawing Name
Level 14

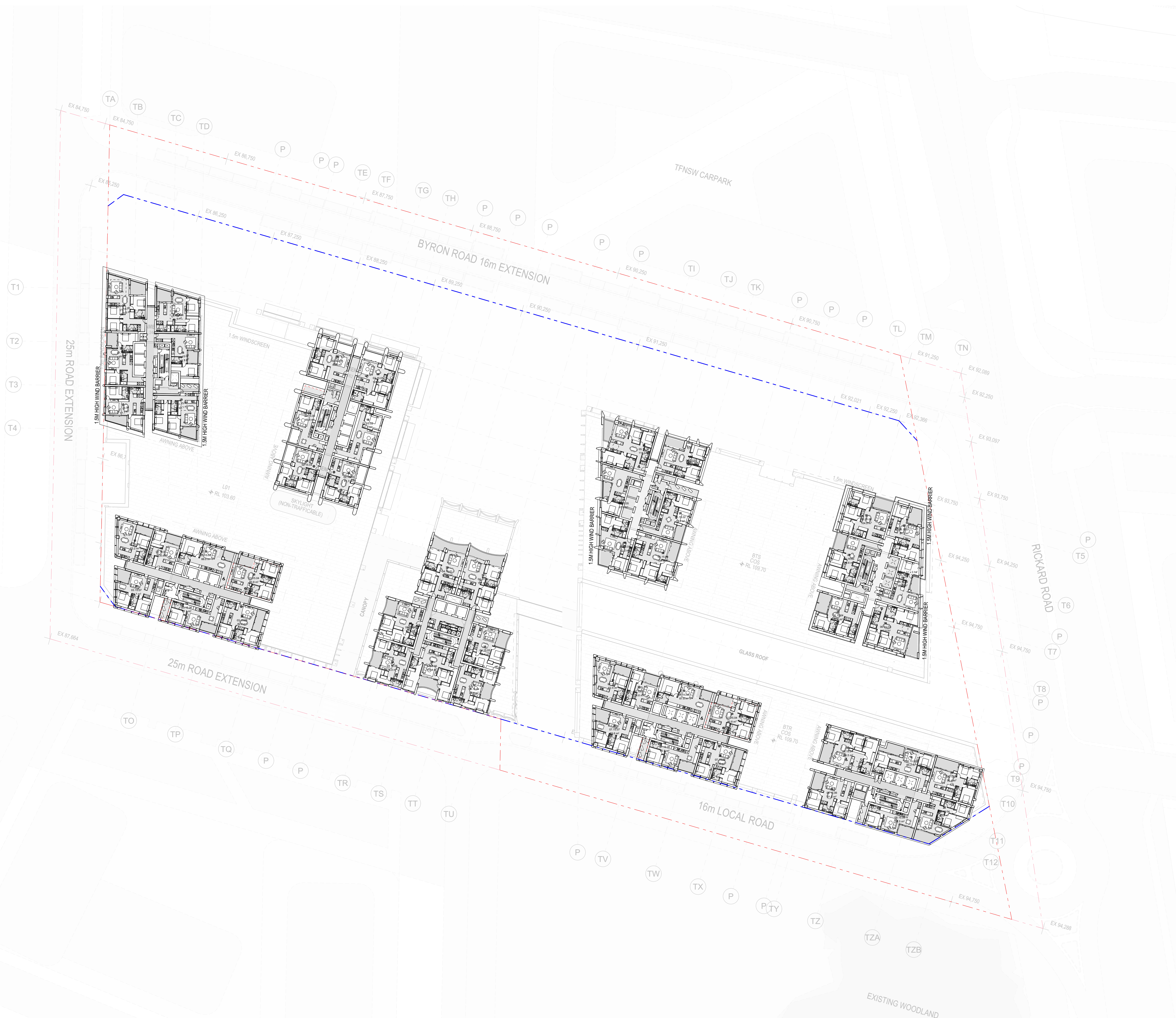
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Drawing No.
DA223

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Revision
P3

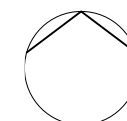
16.
LEVEL 14
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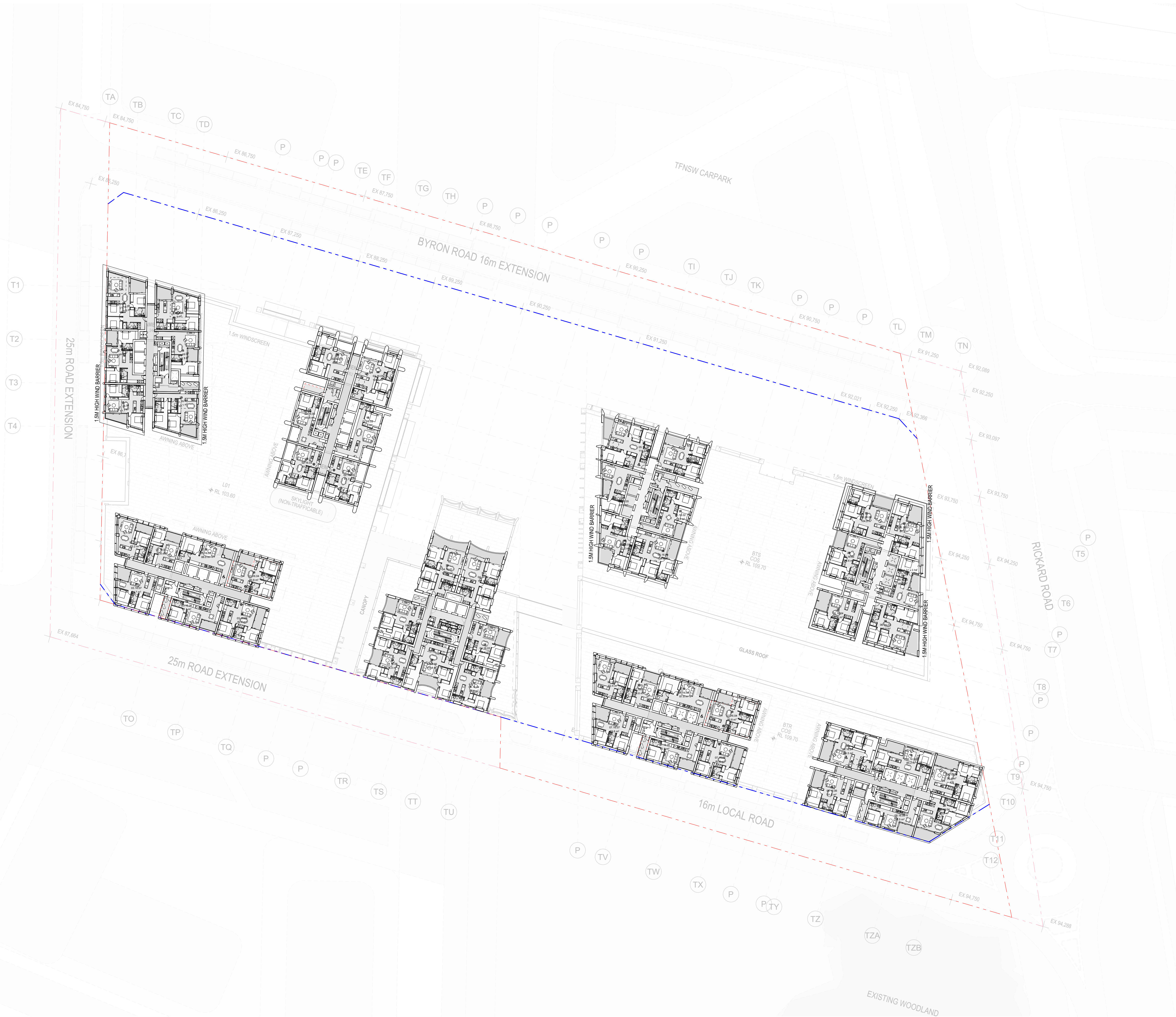
Drawing Name
Level 15

Drawing Scale
Drawing No.
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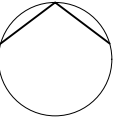
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Revision
P3

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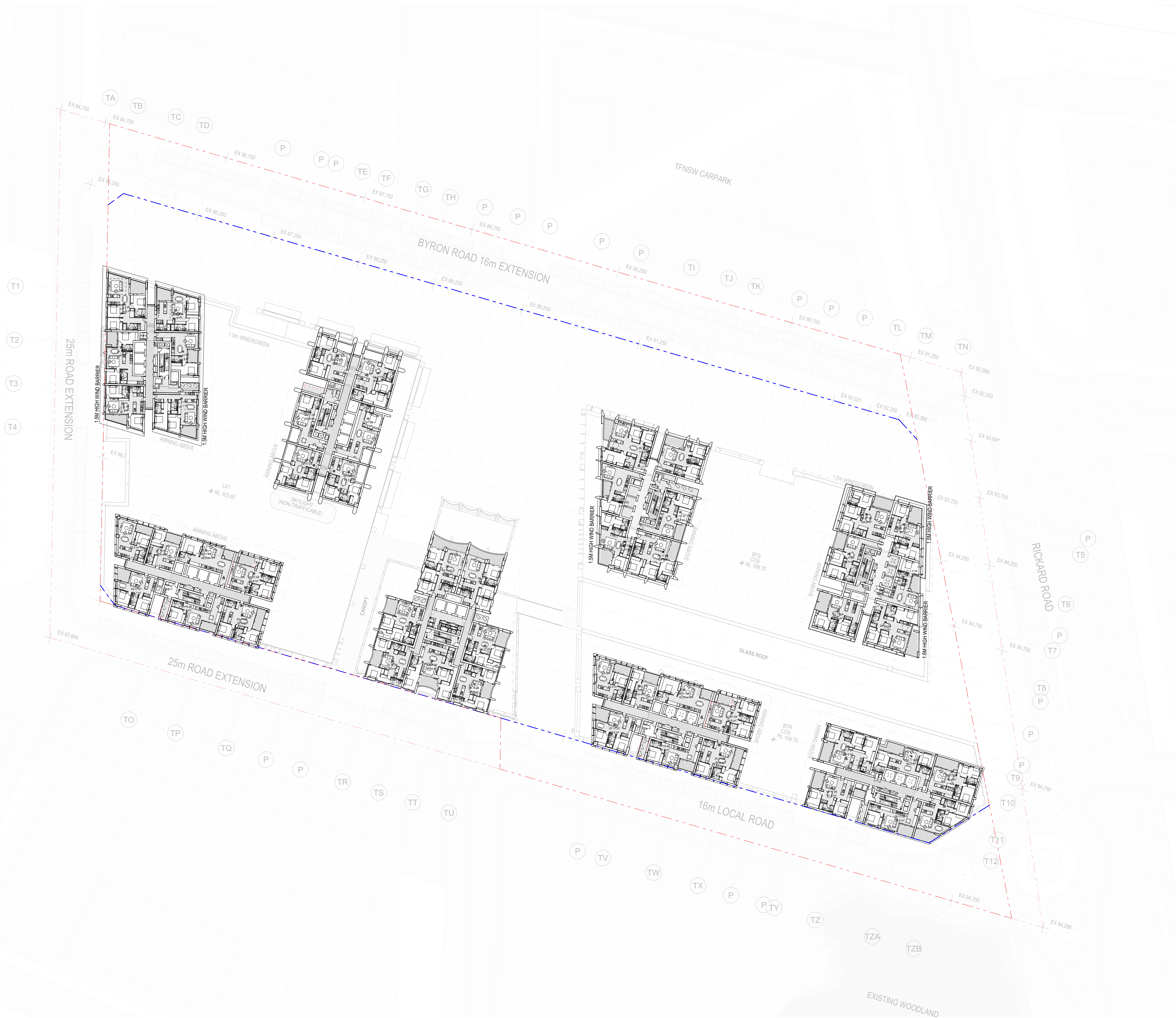
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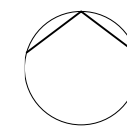
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Revision
P3

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P3	22/05/2026			Updated Coordination Pack



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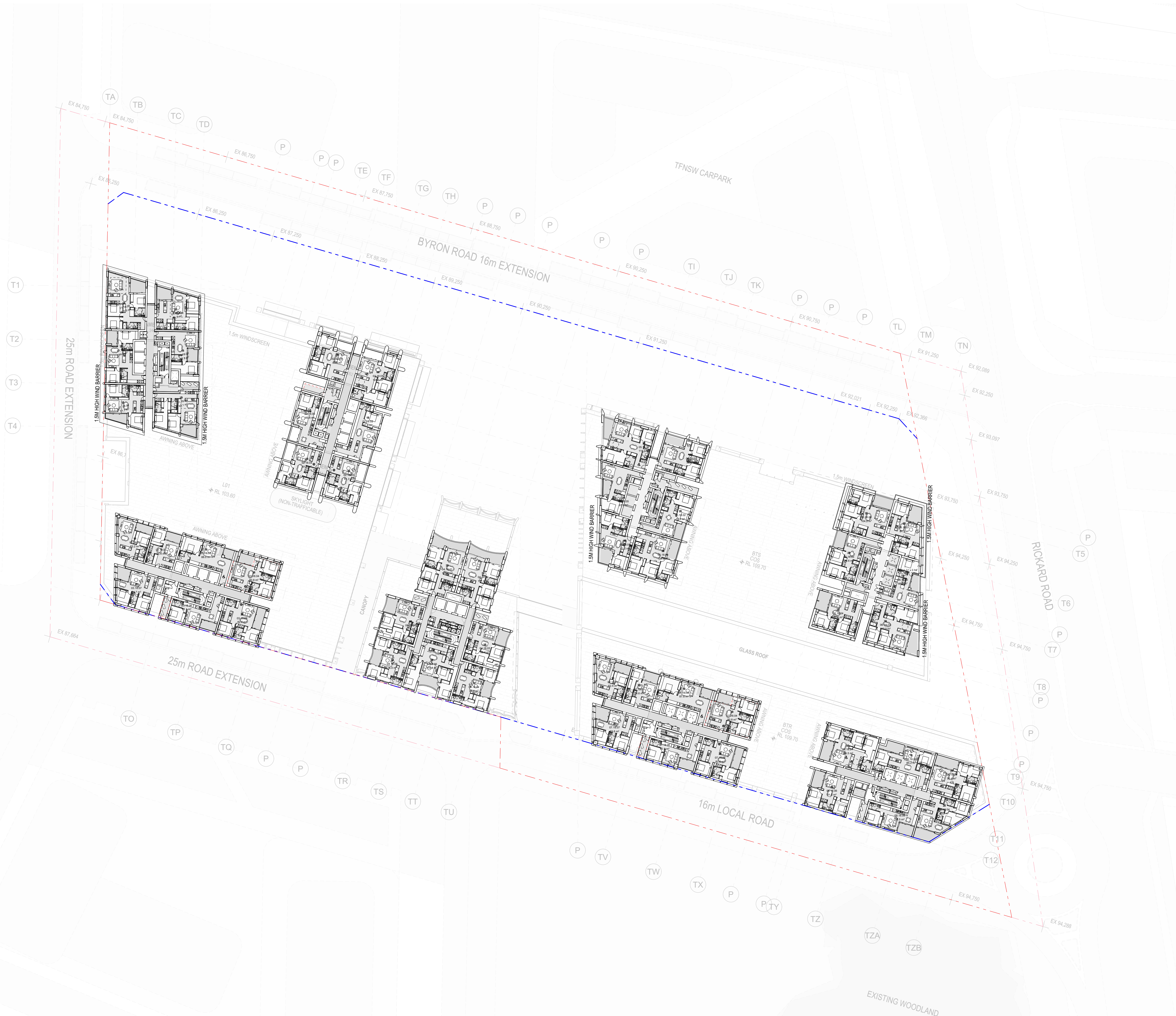
Drawing Name
Level 17

Drawing Scale
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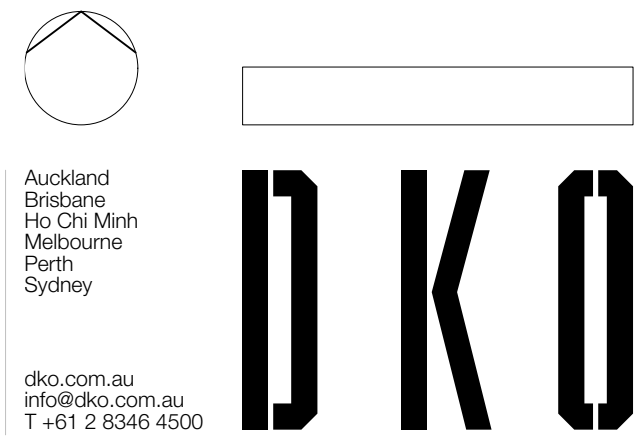
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Revision
P3

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Scale 1:500 @ A1



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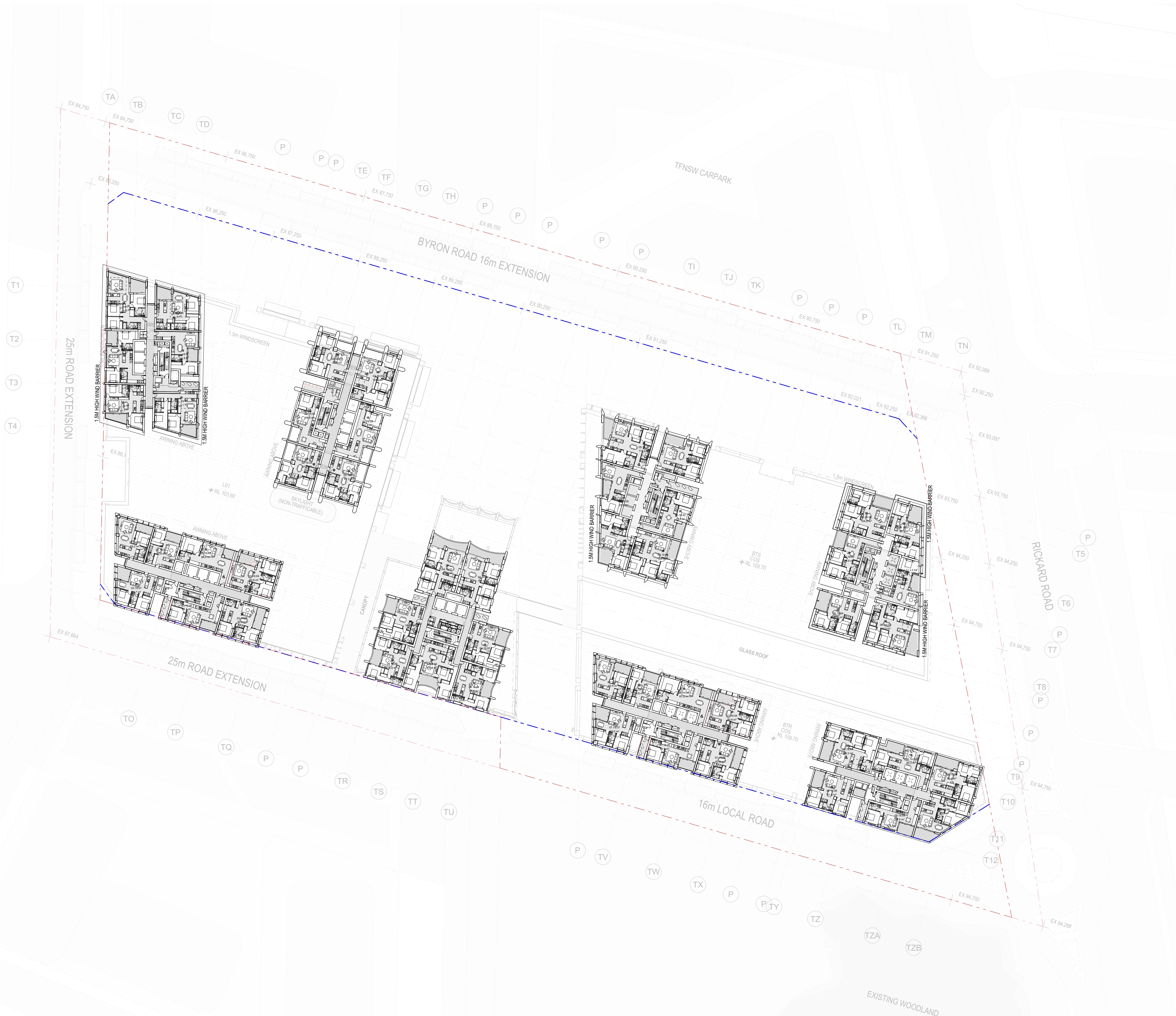
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Drawing Scale
Drawing No. DA227
Revision
P3

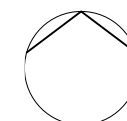
20. LEVEL 18
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P3	22/05/2026			Updated Coordination Pack



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Scale 1:500 @ A1



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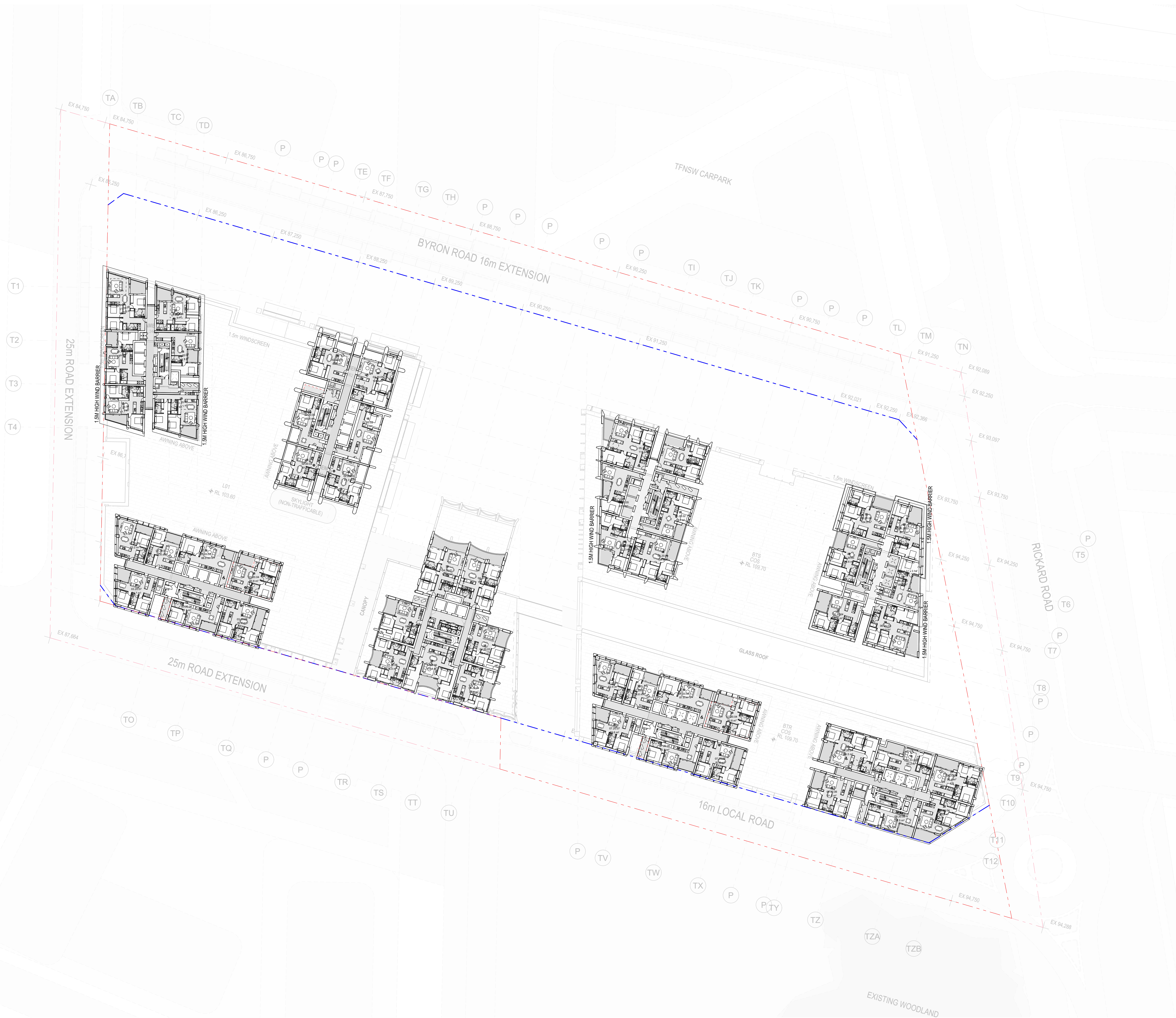
Drawing Name
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Drawing Scale
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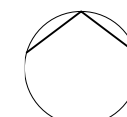
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Revision
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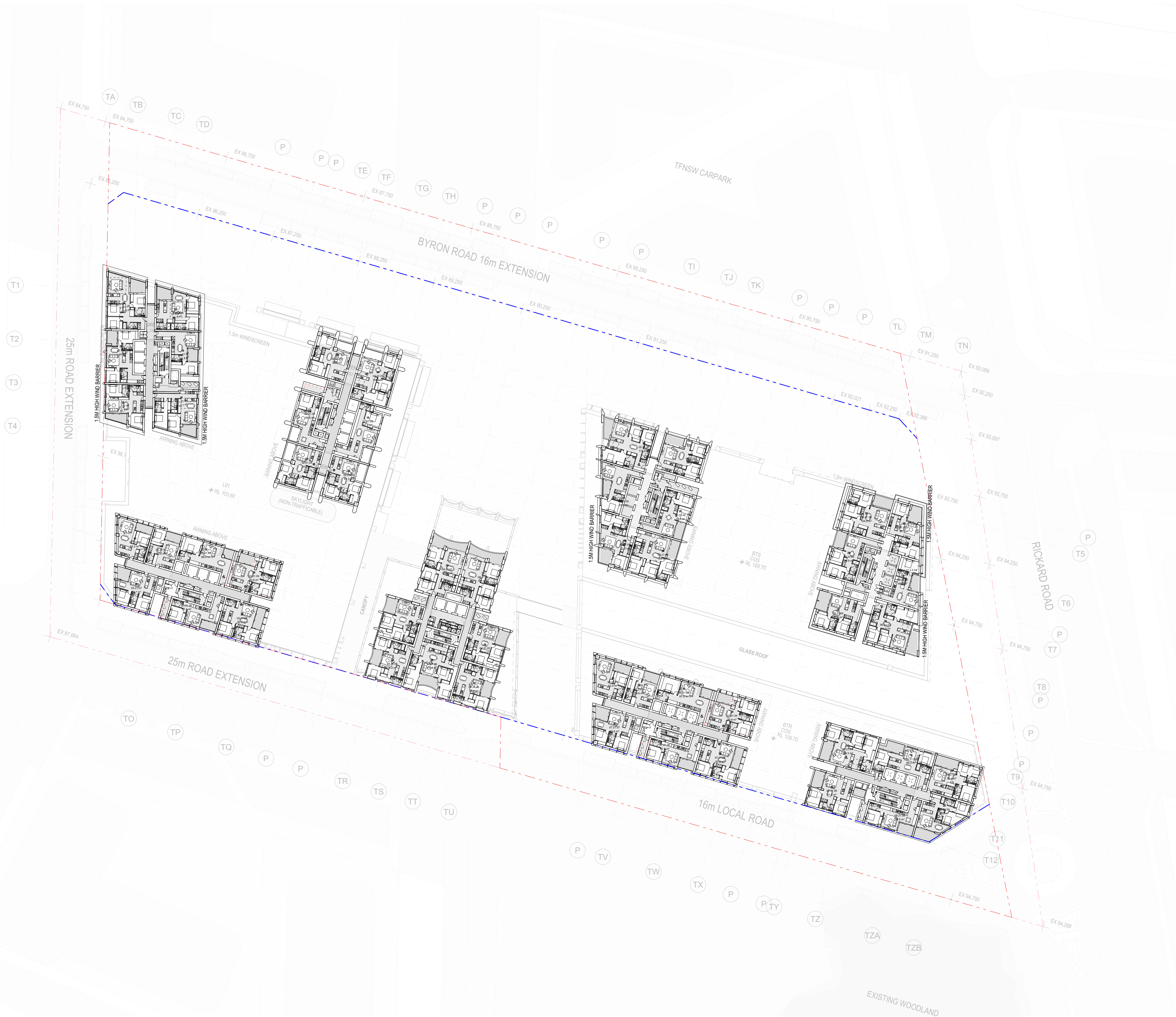
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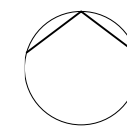
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Revision
P3

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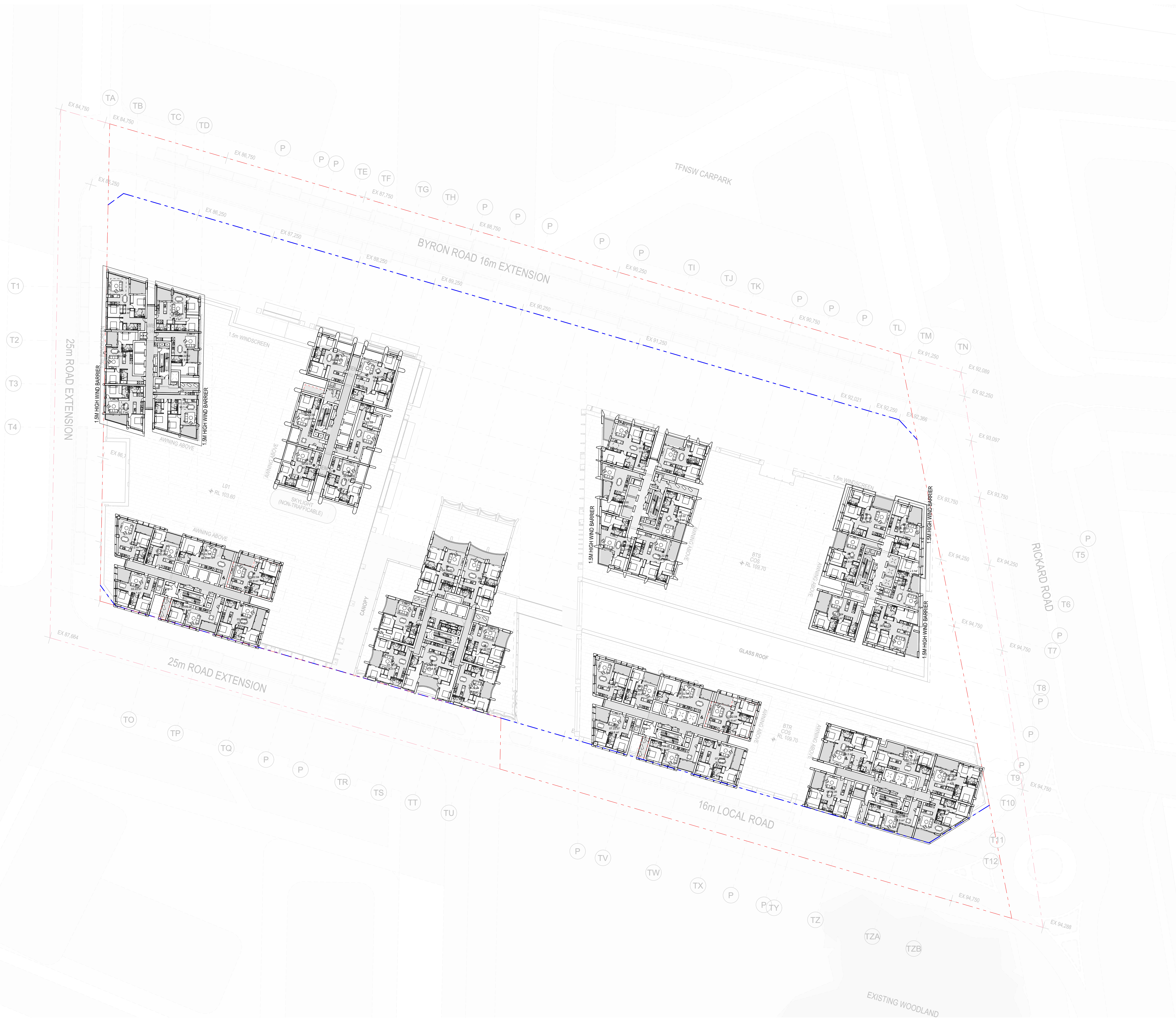
Drawing Name
Level 21

Drawing Scale
Drawing No.
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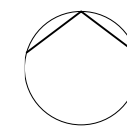
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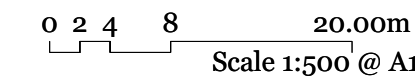
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Drawing Name
Level 22

Drawing Scale
Drawing No.
DA231

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Revision
P3

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P1	1/05/2026			Coordination Pack
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P3	22/05/2026			Updated Coordination Pack



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Drawing Scale 1:500 @ A1

1:500 @ A1