

D K O

173 & 183 RICKARD RD LEPPINGTON

SSDA APPLICATION - DESIGN REPORT



REPORT PREPARED BY
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Issue	Date	Prepared by	Reviewed by	Comment
A	25.05.26	DN, OD	DN	For Submission

ACKNOWLEDGEMENT

The proponent and project team respectfully acknowledge that the land on which we gather, live, work, and design is the traditional land of the Dharug people in the Leppington area. We honour their cultural heritage, wisdom, and stories of Country, extending our respect to their Elders, both past, present, and emerging.

The design seeks to respect and integrate the heritage values of the site, in full alignment with local planning controls. We are committed to creating spaces that are inclusive, where people of all cultural backgrounds are welcomed, respected, and provided with equal opportunities to contribute to and thrive within the local community.



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INTRODUCTION



About ALAND



Together, we pursue progress.

The team at ALAND work tirelessly to maintain the highest quality standards for our community of clients, customers, co-worker and peers. Everyone who decided to purchase a gorgeous Sydney apartment from us, knows they are able to trust us to bring them the best quality home and buying process possible.

Through our experienced team of in-house architects, designers and project managers, we draw on our extensive knowledge, financial strengths and high standards to ensure success for each and every project we undertake.

Our expert team have constructed numerous acclaimed residential projects across Sydney, all to the highest quality standards. From the efforts our talented in-house architects, designers and project managers along with our wider team, we are proud to have won awards for our work on various projects.

200+ ALAND employees

38+ Developments Under Construction in NSW

6,500 Apartments in Planning

20+ Years in business

5,000+ Apartments built

1,500+ Apartments under construction



DKO has the vision, the people and the experience to design and deliver great architecture that stands the test of time

DKO was established in 2000 to create its own vision of architecture and design. Over the last 26 years, With Koos de Keijzer as founding partner and Principal, the practice has grown exponentially and comprises a multidisciplinary team of more than 250 professionals working across six studios in Australia, New Zealand and South-East Asia.

At DKO, people are our greatest resource and collaboration, communication and connection are key to our ethos. We listen to everyone, from the client to the graduate through to the principal, ensuring the best idea for a design always wins. We are adaptable and flexible in order to achieve.

Our expertise is diverse and runs deep, covering architecture, interiors and landscape architecture for sectors that include single and multi-residential, hospitality, commercial, institutional, education and government projects, as well as urban design and master-plans. In our ever-changing world, DKO's commitment to sustainability is unwavering and consultation with First Nation's peoples is crucial to delivering projects that reflect culture and place, for today and the future.



EXECUTIVE SUMMARY

OVERALL VISION

Project Summary

ALAND's proposal for Leppington represents a landmark gateway development that will help realise the long-term vision for Leppington as a major strategic centre within South West Sydney. Positioned directly adjacent to Leppington Train Station, the proposal has been conceived as a transformative transit-oriented precinct that establishes a strong civic identity, reinforces connectivity and delivers a vibrant mixed-use destination for the growing community.

The development responds directly to the vision and desired future character outlined within the Leppington Town Centre DCP (2026), which envisages a highly connected, pedestrian-oriented and activated urban centre supported by high-quality public spaces, diverse land uses and integrated transport infrastructure. The proposal builds upon this vision through the delivery of a contemporary town centre environment that combines residential living, employment opportunities, retail activity, hospitality and public gathering spaces within a cohesive and accessible urban framework.

Importantly, the proposal is intended to act as a catalyst for the broader transformation of Leppington, establishing an early benchmark for future development and demonstrating the potential for the centre to evolve into a vibrant and economically active destination. The integration of a landmark hotel, civic-focused public spaces and a substantial mixed-use offering contributes to the emergence of a distinctive centre that will support residents, workers and visitors alike.





OVERALL VISION

Project Summary

The proposal is centred around a highly connected and people-focused public domain network that prioritises walkability, accessibility and community interaction. A major pedestrian connection extends from Leppington Train Station through the heart of the site toward a new civic town plaza, creating a clear and welcoming arrival experience into the centre and reinforcing the role of the precinct as a key public destination.

The civic plaza forms the social heart of the development and is framed by active retail, dining and commercial uses that encourage day-to-night activation and support a vibrant public realm. These uses are intended to create an engaging and flexible environment for everyday activity, social interaction and community events, contributing to the identity and vitality of the emerging town centre.

A strong emphasis has been placed on permeability and porosity throughout the site, with integrated pedestrian through-site links creating a fine-grain network of connections between the station, civic spaces, surrounding streets and adjoining open space areas. The proposal also strengthens the relationship between the urban centre and the natural landscape setting of Leppington through direct connections to the adjacent parklands and existing woodland beyond.

Together, the integration of public spaces, active uses, landscape amenity and pedestrian connectivity creates a highly liveable and accessible precinct that supports the future growth of Leppington while establishing a strong sense of place for the community.

INTRODUCTION

Purpose

Development Description

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).

Amendments Sought via PP

- 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 188,000sqm of GFA.
Incorporating a site-specific provision, requiring the provision of a minimum of 6,500sqm of public open space
- Demolition and earthworks to prepare the site for future development.
- Delivery of new roads and approximately 6,500 sqm of open space.
- 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)
- Approximately 40,500 sqm of non-residential Gross Floor Area (GFA).
- Delivery of a 156-key hotel.
- Loading and car parking facilities on the lower ground and basement levels.





REGIONAL CONTEXT

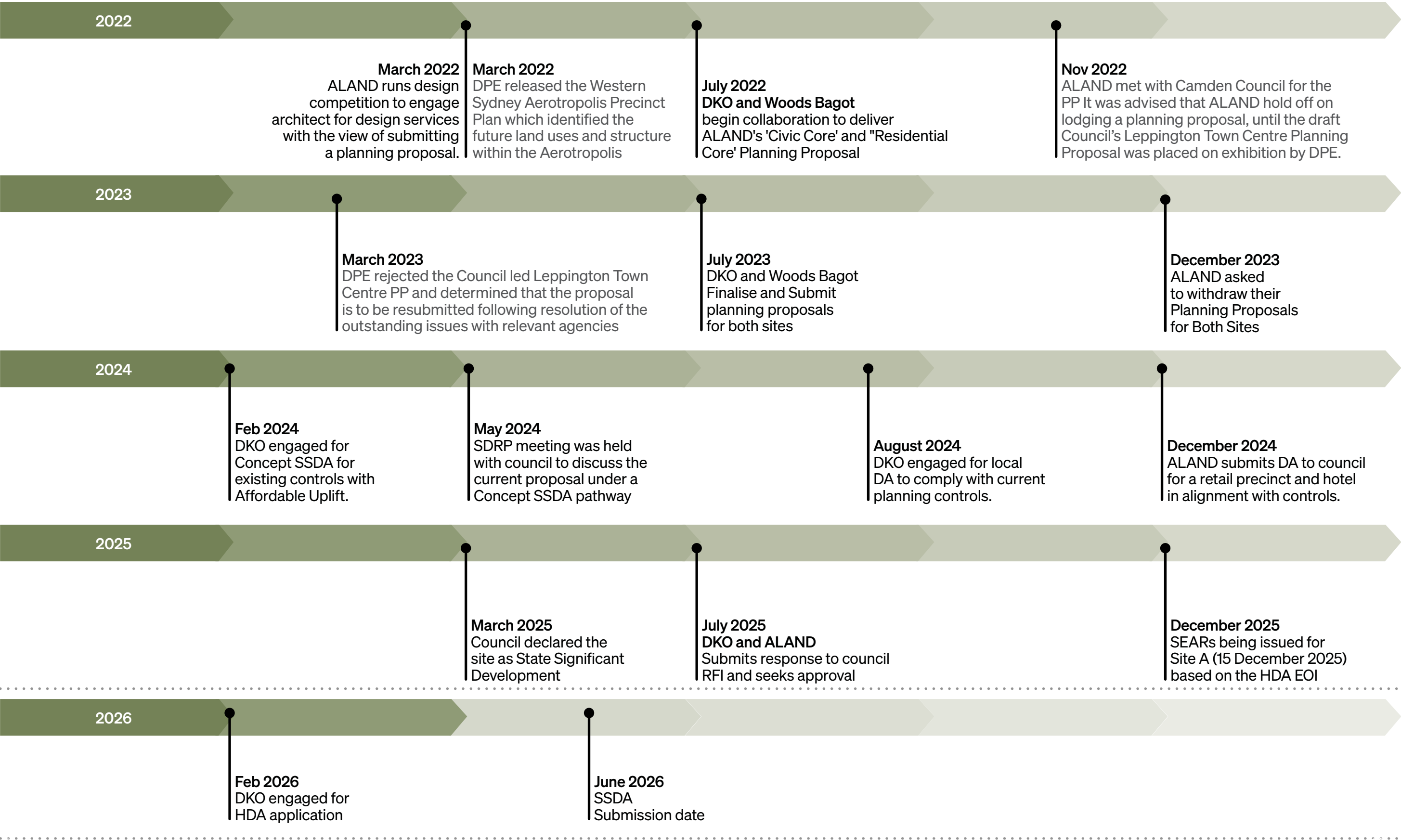
HDA DECLARATION

Housing Delivery Authority		
OFFICIAL		
		
No.	Description	Record of Briefing
	houses, community building, swimming pool, and associated amenities. The proposed development includes earthworks, installation of services and roadway construction. No of dwellings (indicative): 101 Concurrent rezoning: SSD only	• Provided the following advice to the Minister: ◦ The proposal has state significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document ‘HDA consideration of state significance under s4.36 of the EP&A Act’. • Noted there are no member conflict of interests.
27.	234000 - 173-183 Rickard Road, Leppington - ALAND / Leppington Main 88 Pty Ltd / Andrew Stacey Applicant’s summary of proposal: A mixed-use precinct across 3.24 ha of land and comprises the following: -1,554 apartments, including 270 affordable homes (17.3% Affordable Housing) across 8 towers with heights of up to 100m (30 storeys) and a FSR of 5.7:1. -approximately 27,000 m² of retail/commercial GFA -approximately 7,000 m² of public open space. No of dwellings (indicative): 1554	The HDA: • Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act. • Noted reasons for HDA recommendation: ◦ The proposal sufficiently satisfied the objectives and criteria of the HDA EOI. • Provided the following advice to the Minister: ◦ The proposal has state significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document ‘HDA consideration of state significance under s4.36 of the EP&A Act’. • Noted that the proposal should align or respond to the Leppington Town Centre Review Planning Proposal (PP-2023-284) and that a merit assessment may result in development standards lower than proposed in the EOI application. • Noted there are no member conflict of interests.

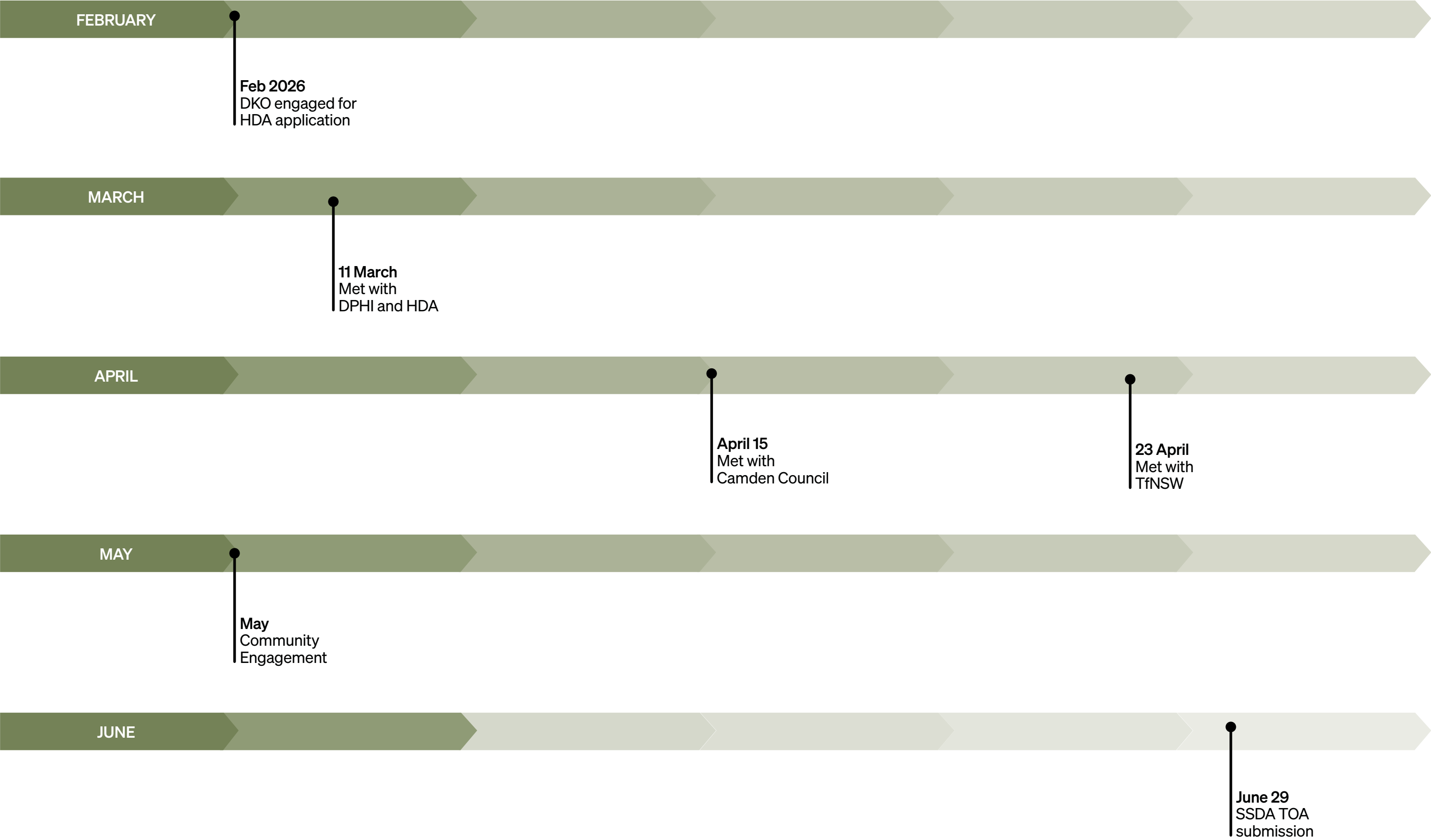
TIMELINE

November 2014
In November 2014 the site was rezoned under the Growth Centres SEPP

February 2015
Leppington railway station which is the terminus of the South West Rail Link, was completed and operational



ENGAGEMENT SUMMARY -2026 TIMELINE



ENGAGEMENT SUMMARY

The development proposal has undergone a rigorous engagement process involving multiple key stakeholders, ensuring that it aligns with planning guidelines and addresses concerns at every stage.

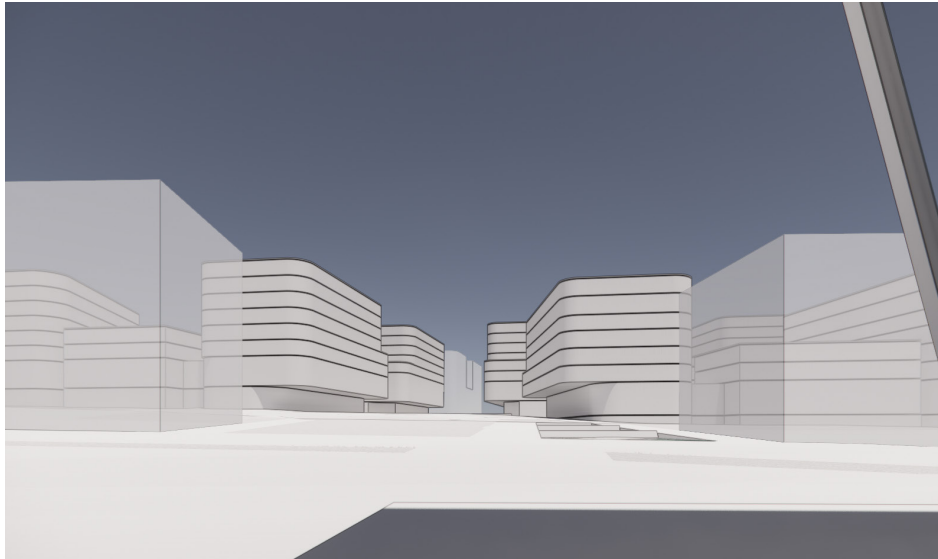
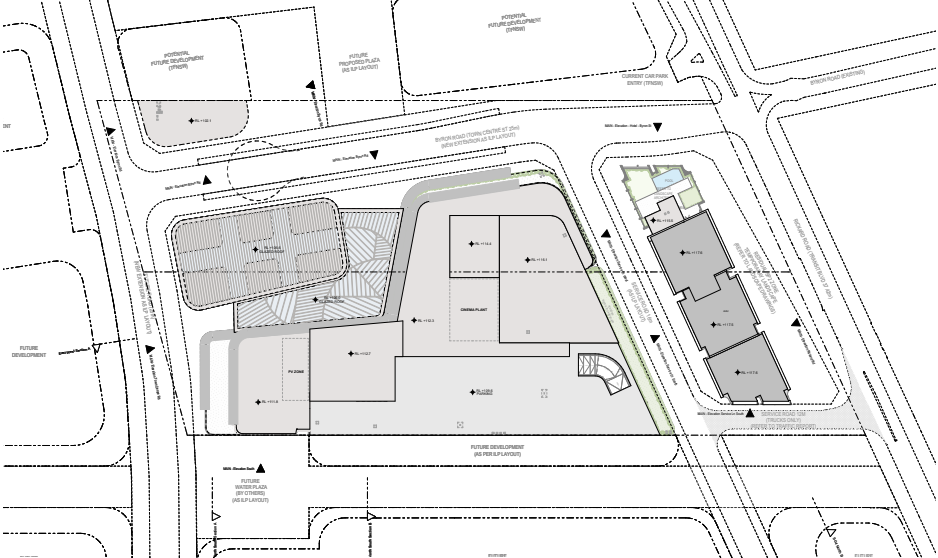
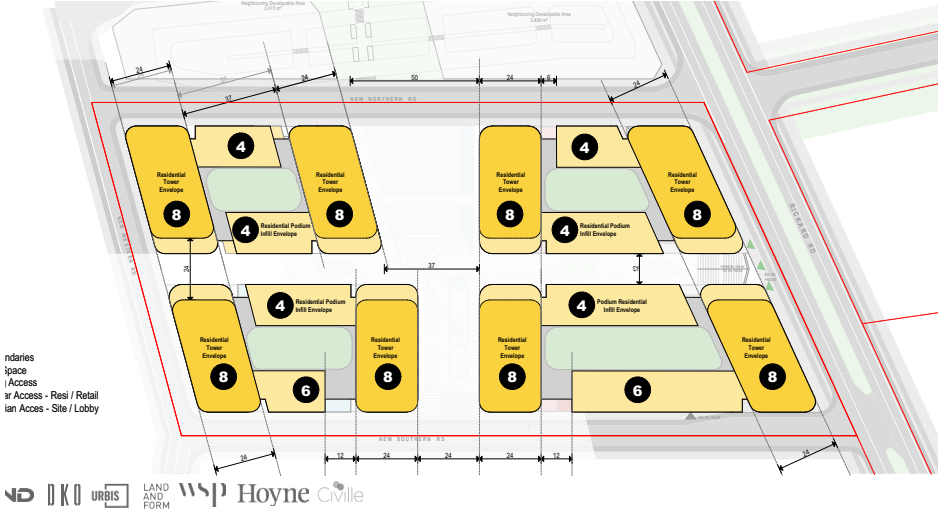
Throughout the project, the design team has participated in several meetings with key stakeholders, engaging in comprehensive discussions that have led to iterative design refinements. These meetings facilitated valuable input and feedback from experts, contributing to the proposal's refinement to ensure design excellence and meet community expectations.

This collaborative process has enabled the design team to address specific concerns and enhance the overall vision, ensuring that the development meets both regulatory standards and previous design principles. Each iteration was guided by a focus on achieving a balance between design quality and practical considerations.

The project team has maintained regular consultation with the HDA panel, providing updates on planning matters and ensuring that the proposal aligns with state-level policies and guidelines. This ongoing collaboration between the design team, client, and government authorities has been key to shaping a development that meets both technical requirements and community aspirations, reinforcing the project's commitment to high-quality, sustainable urban design.



PREVIOUS PROPOSALS



PLANNING PROPOSAL 2022/2023

Primary Moves

Alignment of Roads to cadastral boundaries

Deliver appropriately sized open spaces

Consolidate fragmented ILP lots

SSDA + SDRP 2024

Primary Moves

Alignment of Roads to cadastral boundaries

Deliver appropriately sized open spaces

Compliant with existing height controls

LOCAL DA 2024

Primary Moves

Road alignment to DCP layout

Retail shopping centre and hotel

Compliant with existing height controls

1.6 RESPONSE TO SEARs REQUIREMENTS

Response to SEARs Requirements related to Urban Design Report

Item	Response	Corresponding Report Section
3. Design Quality		
Demonstrate how the development will achieve: - Design excellence in accordance with any applicable EPI provisions - Good design in accordance with the seven objectives for good design in Better Placed.	The proposed development demonstrates design excellence, in line with the relevant EPI provisions, by providing a cohesive and high-quality built environment that responds to its location and aligns with the seven objectives of Better Placed. The design responds to the coastal context of Gosford through the siting, orientation and massing of the towers, which respect the topography, view corridors, solar access and privacy. Extensive landscaping and publicly accessible open spaces reinforce outdoor living and the local character. Strong environmental performance is achieved through an all-electric approach, passive design strategies, prefabrication, the use of durable coastal materials, and extensive green infrastructure that improves biodiversity, mitigates the urban heat island effect, and enhances long-term sustainability. Together, these measures ensure that the development is well-fitted to its context, environmentally responsible, adaptable, and enduring. The proposal also priorities people, community and long-term value to achieve good design outcomes. A diverse mix of housing, including affordable housing and dwellings compliant with the National Disability Insurance Scheme (NDIS), alongside a hotel and flexible retail uses, supports inclusivity, economic vitality and social resilience. Highly permeable ground-level connections, activated streets, safe and accessible movement networks and generous public spaces promote comfort, safety and social interaction. Efficient, flexible floor plans and adaptable building layouts ensure functional performance and ongoing viability, while high-quality public spaces and active frontages contribute to an engaging and attractive neighbourhood. The development delivers lasting social, environmental and economic value, embodying good design that is liveable, connected and responsive to future needs.	Please refer to Section 4 of the report.
Demonstrate that the development: - Where required by an EPI or concept approval, or where proposed, has been subject to a competitive design process, carried out in accordance with an endorsed brief and Design Excellence Strategy; or - In all other instances, has been reviewed by the State Design Review Panel (SDRP) where required under the NSW SDRP: Guidelines for Project Teams. - Recommendations of the jury and Design Integrity Panel (where a competitive design process has been held) or the SDRP are to be addressed prior to lodgment.	Please refer to Section 3 of this report, which outlines the journey of the masterplan. The project was declared of State significance under the HDA pathway in April 2025, after which it followed an alternative design excellence pathway. Under this pathway, the design team has engaged with the DRP panel on three occasions. Two of the three panel members have been involved since the original design competition and have been highly supportive of the proposal to date. Further details of the design excellence process and pathway can be found in the Urbis Alternative Design Excellence Strategy document. Comments to the SDRP will be addressed in a separate section.	Please refer to Section 3 of this report.
4. Built Form and Urban Design		
Explain and illustrate the proposed built form, including a detailed site and context analysis to justify the proposed site planning and design approach.	Site planning prioritises view sharing, reduced overshadowing to southern parklands by overlapping towers, permeability at ground by minimising building footprints and expanding the public realm. Active ground-level interfaces and generous, landscaped public spaces strengthen movement between the city grid and adjoining parkland, reinforcing Mann Street's role as a key transition area between urban and natural spaces.	Please refer to Section 2 of this report, which describes site and context and Section 4 of the report, which outlines the design principles and drivers of the masterplan.
Demonstrate how the proposed built form (layout, height, bulk, scale, separation, setbacks, interface, and articulation) addresses and responds to the context, site characteristics, streetscape and existing and future character of the locality.	The layout, height, bulk and scale of the buildings have been carefully calibrated in respect of this context. Massing has been broken down at the end of Mann Street, where the urban grid transitions into open parkland. Articulation, setbacks and separation between buildings are employed to reduce the perceived scale, maintain visual openness and reinforce a streetscape that is human-sized.	Please refer to Section 4 of the report, which outlines the design principles and drivers of the masterplan.
Demonstrate how the building design will deliver a high-quality development, including consideration of facade design, articulation, activation, roof design, materials, finishes, colours, any signage and integration of services.	The precinct's high-quality architectural design is achieved through the careful selection of materials, finishes and colours inspired by the landscape of the Country and Central Coast regions. The façade's articulation draws on the warm tones and textures of sand and sandstone to provide depth, richness and visual interest, all the while maintaining a refined and cohesive appearance. Subtle, light-responsive finishes capture the changing light and movement of the coast, enhancing the building's presence throughout the day. The roof design and building services are discreetly integrated to preserve architectural clarity. Ongoing development of signage, the ground plane and communal areas will take place in close collaboration with the landscape architect and local Indigenous groups. This will ensure that these elements are culturally informed, well integrated and contribute positively to activation, legibility and a strong sense of place.	Please refer to Section 7 of the report that specifically addresses facade & materiality for the precinct.
Access how the development complies with the relevant accessibility requirements.	The development has been designed to comply with the relevant accessibility requirements, with universal access prioritised across the ground plane and in all publicly accessible areas. The level, legible and inclusive ground plane enables safe and equitable movement for people of all ages and abilities. Public lifts provide convenient, step-free access between different levels of publicly accessible spaces, while well-designed, generous stair connections support intuitive movement and create a seamless transition between levels. These measures ensure that the development is accessible, inclusive and easy to navigate, in accordance with best-practice accessibility principles.	Please refer to Section 5 of the report which provides a description of the ground plane and the individual buildings. Page 66 goes into detail on the individual NDIS and accessible apartments.

Response to SEARs Requirements related to Urban Design Report

Item	Response	Corresponding Report Section
6. Visual Impact		
Provide a visual analysis of the development from key viewpoints, including photomontages or perspectives showing the proposed and likely future development.	A View and Visual Impact Assessment has been prepared by Urbis and has been appended as part of this design report.	Please refer to Urbis VIA and View Impact Assessment Reports.
Where the visual analysis has identified potential for significant visual impact, provide a visual impact assessment that addresses the impacts of the development on the existing catchment.	A View and Visual Impact Assessment has been prepared by Urbis and has been appended as part of this design report.	Please refer to Urbis VIA and View Impact Assessment Reports.
7. Public Space		
Demonstrate how the development maximises the amount, access to and quality of public spaces (including open space, public facilities and streets/plazas within and surrounding the site), reflecting relevant design guidelines and advice from the local council and the Department.	The development has been carefully designed to maximise the quantity, accessibility and quality of public spaces within and around the site. This approach is in line with SEPP 65, the 'Better Placed' design guidelines and the ongoing sessions and feedback from DRP members during meetings. The precinct is structured around a permeable, landscape-led ground plane to encourage movement through the site and strengthen connections between Mann Street, the waterfront and adjacent parks. The open spaces are generous and publicly accessible, and are designed to support active and passive uses. They provide areas for social interaction, recreation, and relaxation.	Please refer to Section 5 of the report which provides a description of the proposal including Connection with Country, Ground plane and Landscape. Also, please refer to Landscape consultant package.
Demonstrate how the development: - ensures that public space is welcoming, attractive and accessible for all. - maximises permeability and connectivity. - maximises the amenity of public spaces in line with their intended use, such as through adequate facilities, solar access, shade and wind protection. - maximises street activation. - minimises potential vehicle, bicycle and pedestrian conflicts.	The proposal incorporates culturally informed landscaping, embedding local narratives and strengthening the connection to the land. Significant existing trees, including Port Jackson fig tree, is retained and celebrated, while new canopy planting and terraces create shaded microclimates that are comfortable for users. Ground-level retail, hotel and residential entries are designed to encourage natural surveillance and promote vibrant street life. Clear circulation, accessible lifts, and open-to-sky connections enhance pedestrian movement, ensuring inclusivity and equitable access. The precinct delivers a cohesive network of open spaces that reflect the local character and community aspirations by combining thoughtful placemaking, high-quality landscape design, and integrated public facilities, while fostering a lively, safe, and engaging public domain.	Also, refer to Section (Appendices for detailed overshadowing impacts.
Address how Crime Prevention through -Environmental Design (CPTED) principles are to be integrated into the development, in accordance with Crime Prevention and the Assessment of Development Applications Guidelines.	The development incorporates CPTED principles to create a safe and welcoming area, in line with the relevant guidelines. Active ground-floor uses, including retail, hotel and residential entrances, provide natural surveillance of streets, plazas and open spaces. Public lifts, stairways and open-to-sky connections enhance accessibility while maintaining clear sightlines from public streets and improving safety and visibility throughout the site. Generous lighting, well-defined circulation paths and thoughtful landscape design support passive surveillance and discourage anti-social behaviour. By combining activation, permeability, and visibility, the development fosters a secure, inclusive, and vibrant environment for residents, visitors, and the wider community.	Please refer to Urbis CPTED report.
9. Ecologically Sustainable Development (ESD)		
Identify how ESD principles (as defined in section 193 of the EP&A Regulation) are incorporated in the design and ongoing operation of the development. - Demonstrate how the development will meet or exceed the relevant industry recognised building sustainability and environmental performance standards. - Demonstrate how the development minimises greenhouse gas emissions (reflecting the Government's goal of net zero emissions by 2050) and consumption of energy, water (including water sensitive urban design) and material resources.	The development incorporates core ESD principles through practical, performance-based measures. Passive design, all-electric services and high-efficiency systems reduce energy use and emissions, thereby mitigating climate risk and supporting intergenerational equity. Ecological integrity is enhanced through indigenous and drought-tolerant landscaping, water-sensitive urban design and urban heat island mitigation. Efficient use of energy, water, materials and on-site renewables help to minimise resource consumption. Residential buildings target 7 NatHERS stars and BASIX compliance, with the hotel aiming for 4-star NABERS ratings. Cross-ventilation, solar-oriented façades, rooftop photovoltaics and electric services reduce operational emissions, thereby supporting net zero goals. Water efficiency and durable, low-emission materials ensure long-term sustainability, and ongoing monitoring maintains high-performance outcomes that are measurable and aligned with State Significant Development standards. Please refer to the SLR Report for detailed information.	Please refer to SLR ESD report and Net Zero Statement.

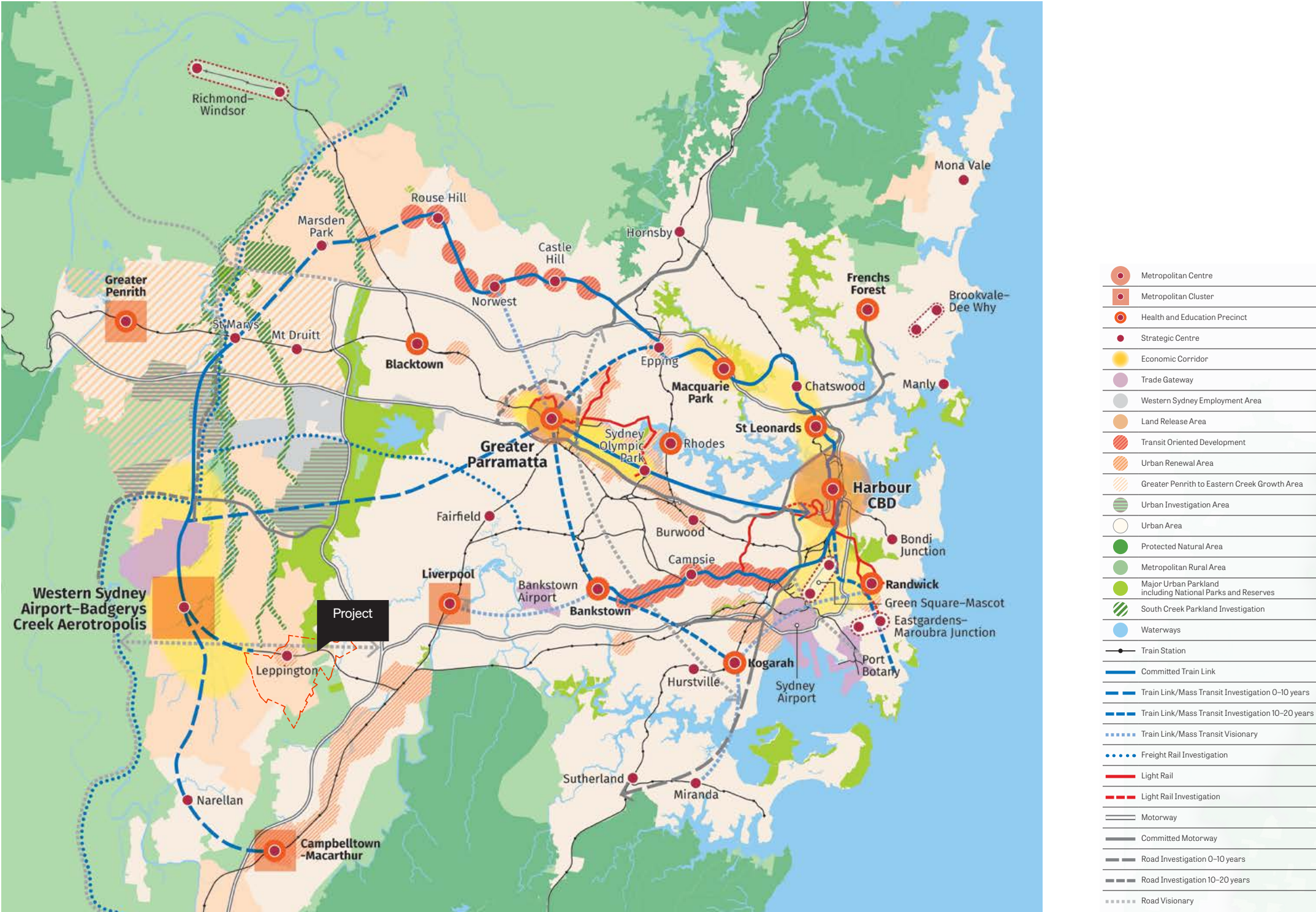
REGIONAL CONTEXT

The Greater Sydney Region Plan

The Greater Cities Commission, supported by the NSW Department of Planning, has proposed the Greater Sydney Regional Plan. This vision aims to meet the needs of a growing population in Greater Sydney by transforming it into a metropolis of three cities: Western Parkland City, Central River City, and Eastern Harbour City. The over arching goal is for residents to live within 30 minutes of key amenities like jobs, healthcare, education, services, and recreational spaces.

The plan outlines new transportation patterns and land use strategies, intending to enhance the liveability, sustainability, and productivity of the region by redistributing the benefits of growth. This vision will be executed through collaboration between various levels of government, industry groups, businesses, and community stakeholders.

The focus on connectivity and efficient land use reflects the region’s commitment to accommodating an increasing population while preserving its quality of life and fostering long-term sustainability.



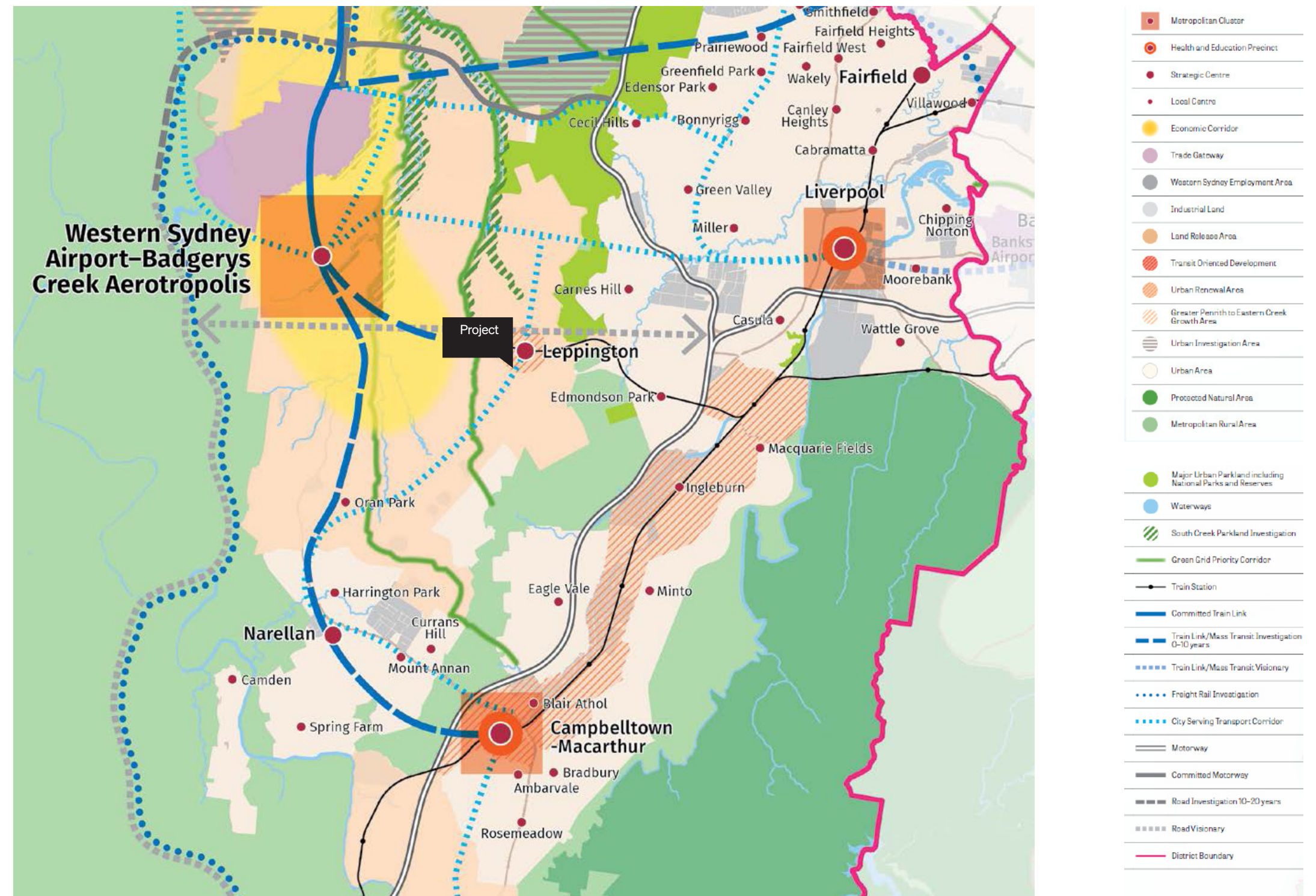
REGIONAL CONTEXT

Our Greater Sydney 2056 - Western City District Plan

The Central City District Plan, supporting the Greater Sydney Regional Plan, focuses on enhancing the lifestyle and environmental assets of the Central City District. It proposes significant investment in city-scale infrastructure, including cultural and community facilities, as well as new transport connections to strengthen Parramatta's central role within Greater Sydney.

A key element of the plan is the transformation of the Westmead Health and Education Precinct into an innovation district.

The plan outlines improvements to parks, bush land, playgrounds, and waterways. These enhancements will connect and provide better access to walking and cycling paths, contributing to the area's sustainability and overall liveability. The emphasis is on creating a more integrated and accessible urban environment that supports both community well-being and economic development.



REGIONAL CONTEXT

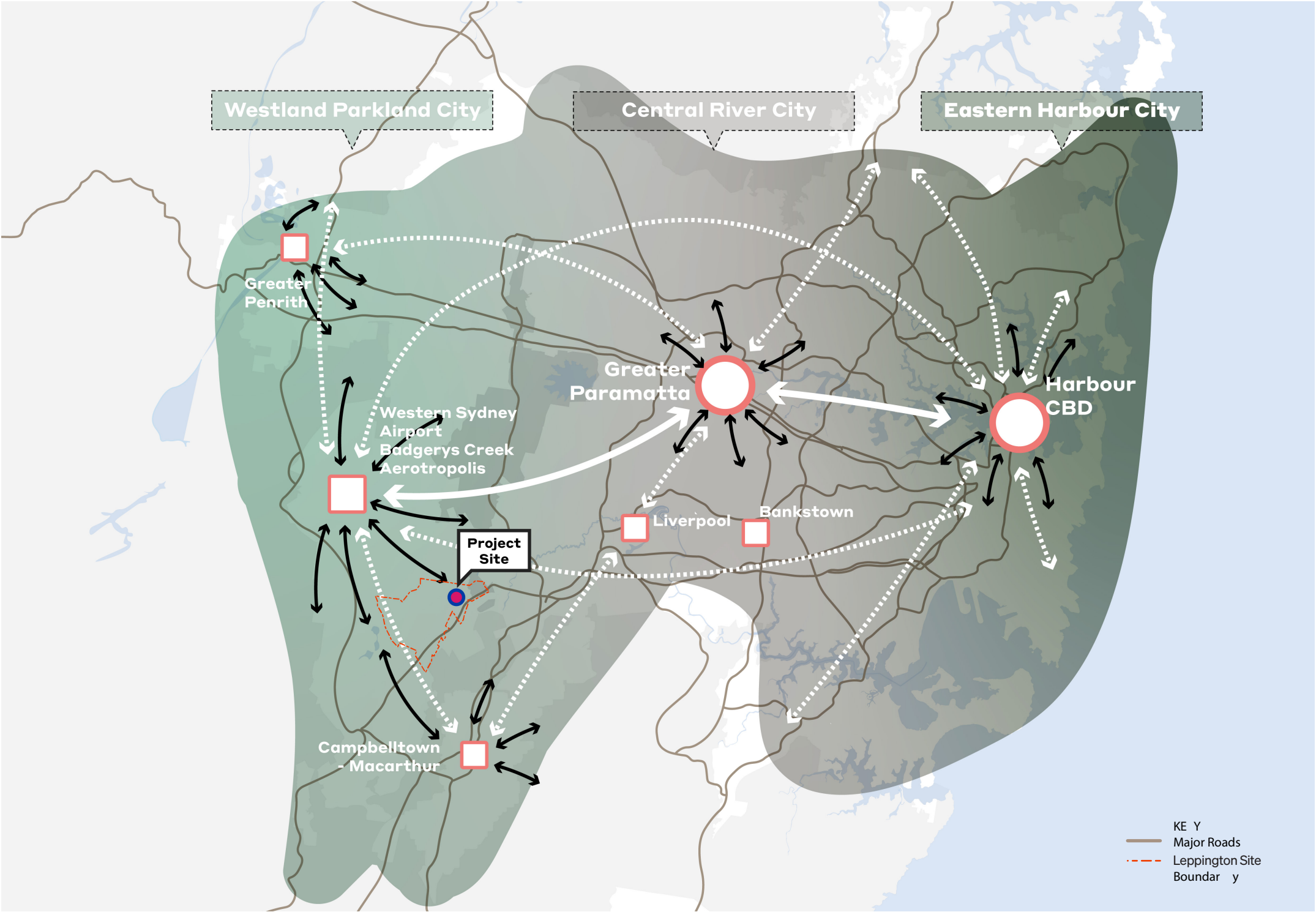
A Metropolis of Three Cities

A Metropolis of Three Cities

The Greater Sydney Region Plan, a Metropolis of Three Cities is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.

Key Directions:

- 1. A city supported by infrastructure
- 2. A collaborative city
- 3. A city for people
- 4. Housing the city
- 5. A city of great places
- 6. A well connected city
- 7. Jobs and skills for the city
- 8. A city in its landscape
- 9. An efficient city
- 10. A resilient city

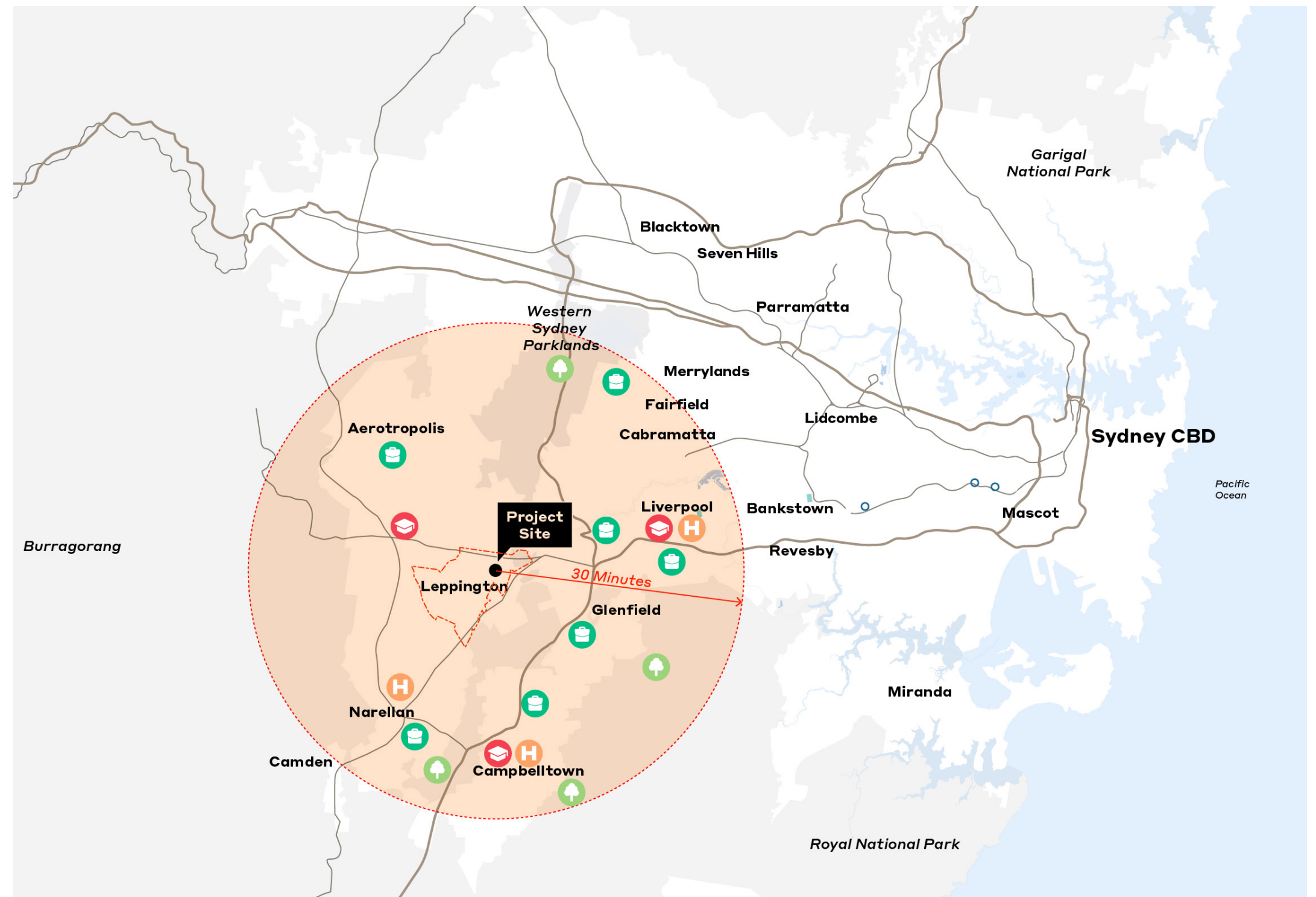


REGIONAL CONTEXT

A Thirty Minute City

Essential Services within 30 minutes

Leppington is part of Western Parkland City where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. The project site has a privileged proximity with the Aerotropolis and other major developments in the Greater Sydney.



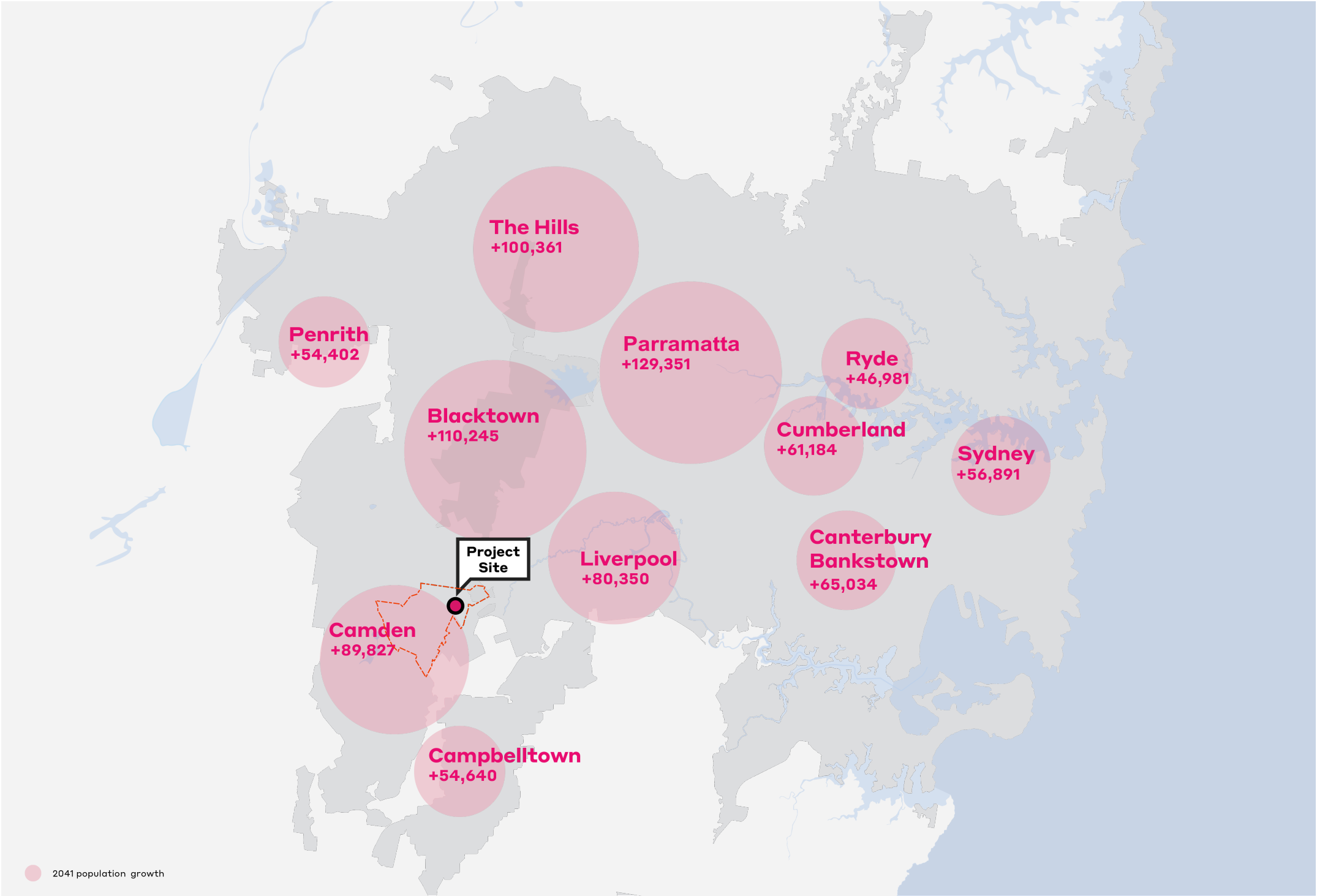
STRATEGIC CONTEXT

Planned Growth

NSW Population

The next two decades will see a population increase from 5.3 million to 6.1 million in Greater Sydney. New satellite CBD's and new employment hubs will be planned in Camden where our project sites are located, Blacktown, the Hills Shire, Liverpool and Parramatta.

Camden and Blacktown will highly benefit from improved transport networks and the proximity of the planned Aerotropolis. Camden will host around 90,000 new residents.

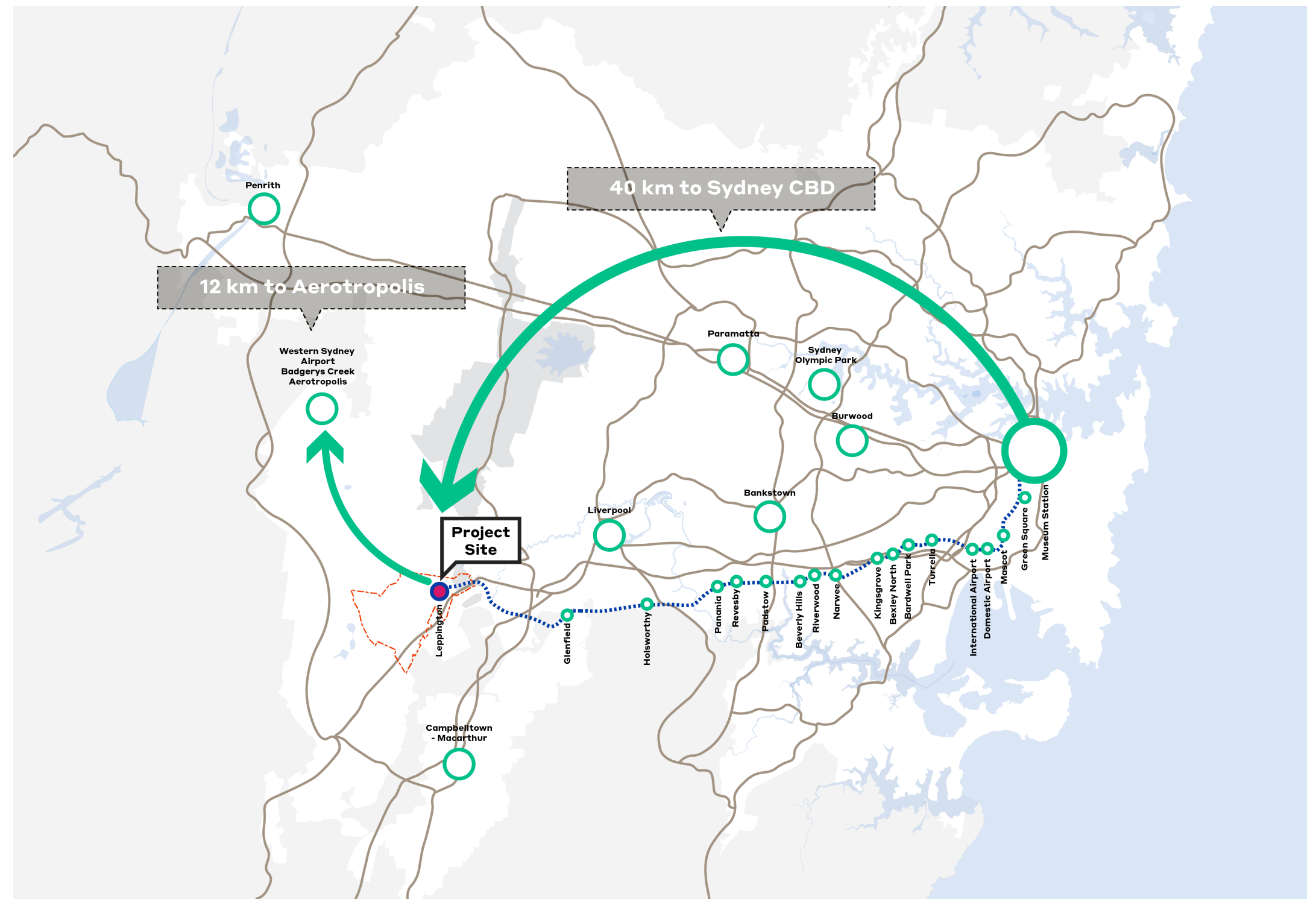


STRATEGIC CONTEXT

A Metropolis of Three Cities

Forming part of the City of Camden, Leppington is a New South Wales suburb situated approximately 40 km south-west of the Sydney CBD. This developing suburb has several newly opened, state-of-the-art facilities, and has proven especially popular with young families and retirees seeking a relaxed style of living.

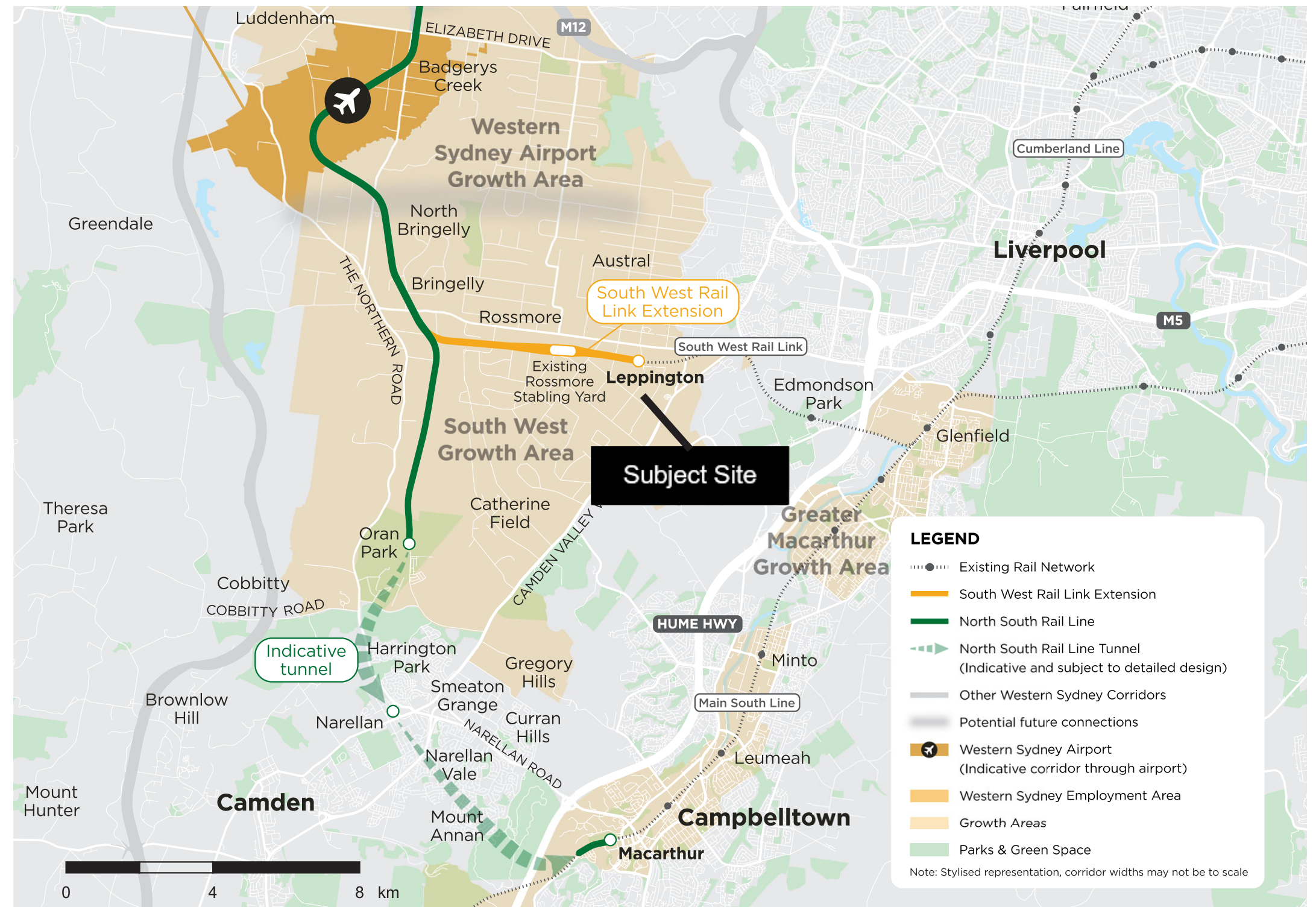
Leppington is just south of Western Sydney Airport, approximately 12 km and about a 20-minute drive. The future prospects for Leppington as a transport hub include a link south to Macarthur, and a Southwest Rail Link connecting Leppington to the Airport. A future rail connection will provide rapid service between the Airport, Aerotropolis and Parramatta CBD.



STRATEGIC CONTEXT

Future Transport Planning

- The LSPS identifies an Enterprise Corridor Investigation Area which connects Leppington to Bradfield City Centre
- The LSPS identifies potential key transport corridor which will connect the town centre to the M7 Motorway
- Leppington will become a vibrant and connected town centre which reflects Camden's evolving character (Local Priority L4).
- The LSPS highlights the importance to achieve a suitable balance between commercial and residential floor space within Leppington Town Centre, as we strengthen the centre (Local Priority P3).
- There is a significant amount of employment floor space planned for the Aerotropolis, which will be staged over time.
- The site can help increase the residential catchment for not only Leppington Town Centre itself, but also to provide dwellings to support the growth of the Aerotropolis.

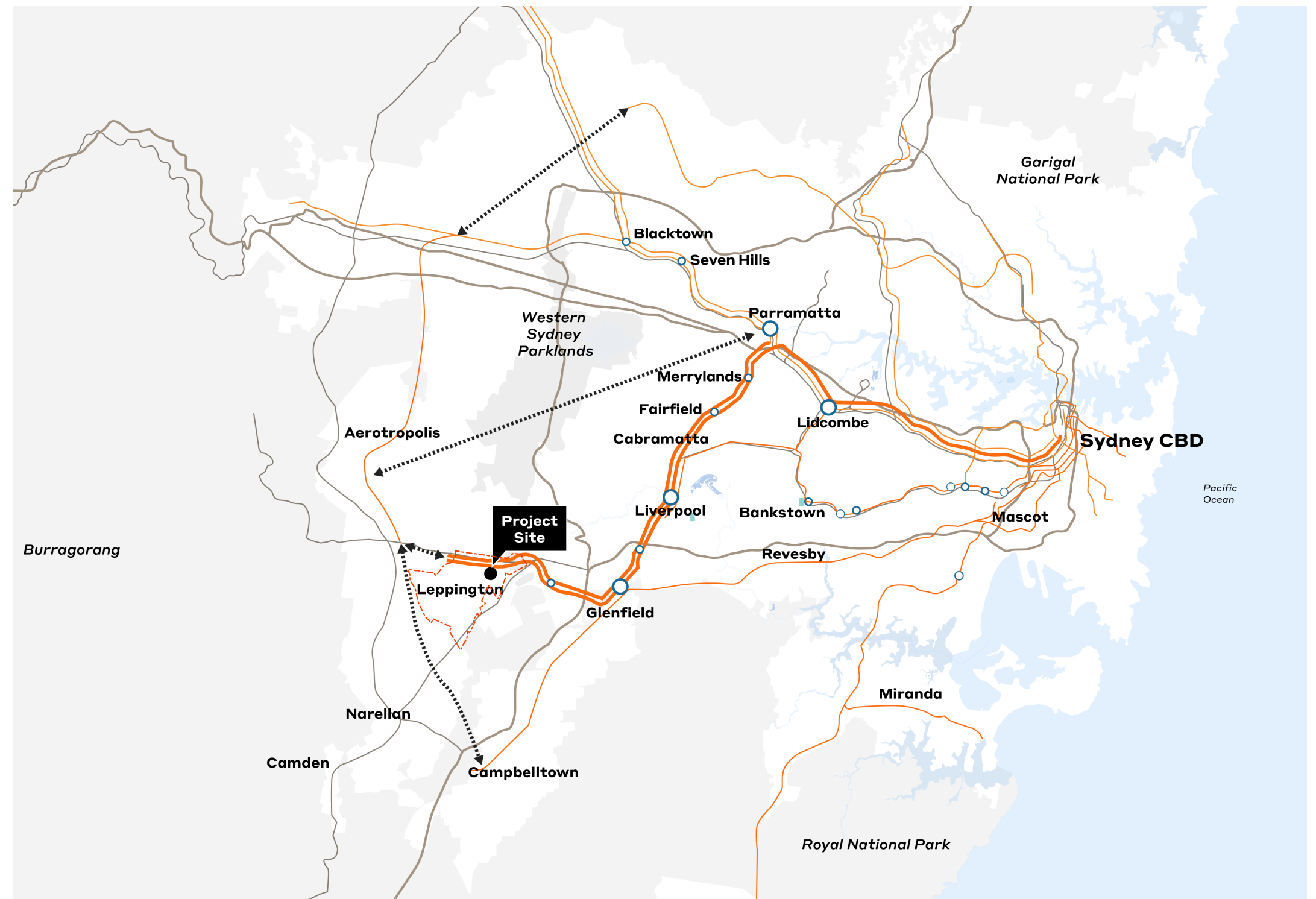


REGIONAL CONTEXT

Transport Corridors

The area is largely serviced by Camden Valley Way and Bringelly Road, both of which connect the suburb to the Sydney CBD via the Western Motorway. While travel via car to the city is an approximate 45-min journey, transport via Sydney Trains ranges from 45-60 mins.

Leppington and Edmondson Park Railway Stations are both closely located to the main areas of the suburb, with access to several different bus routes also available from there.

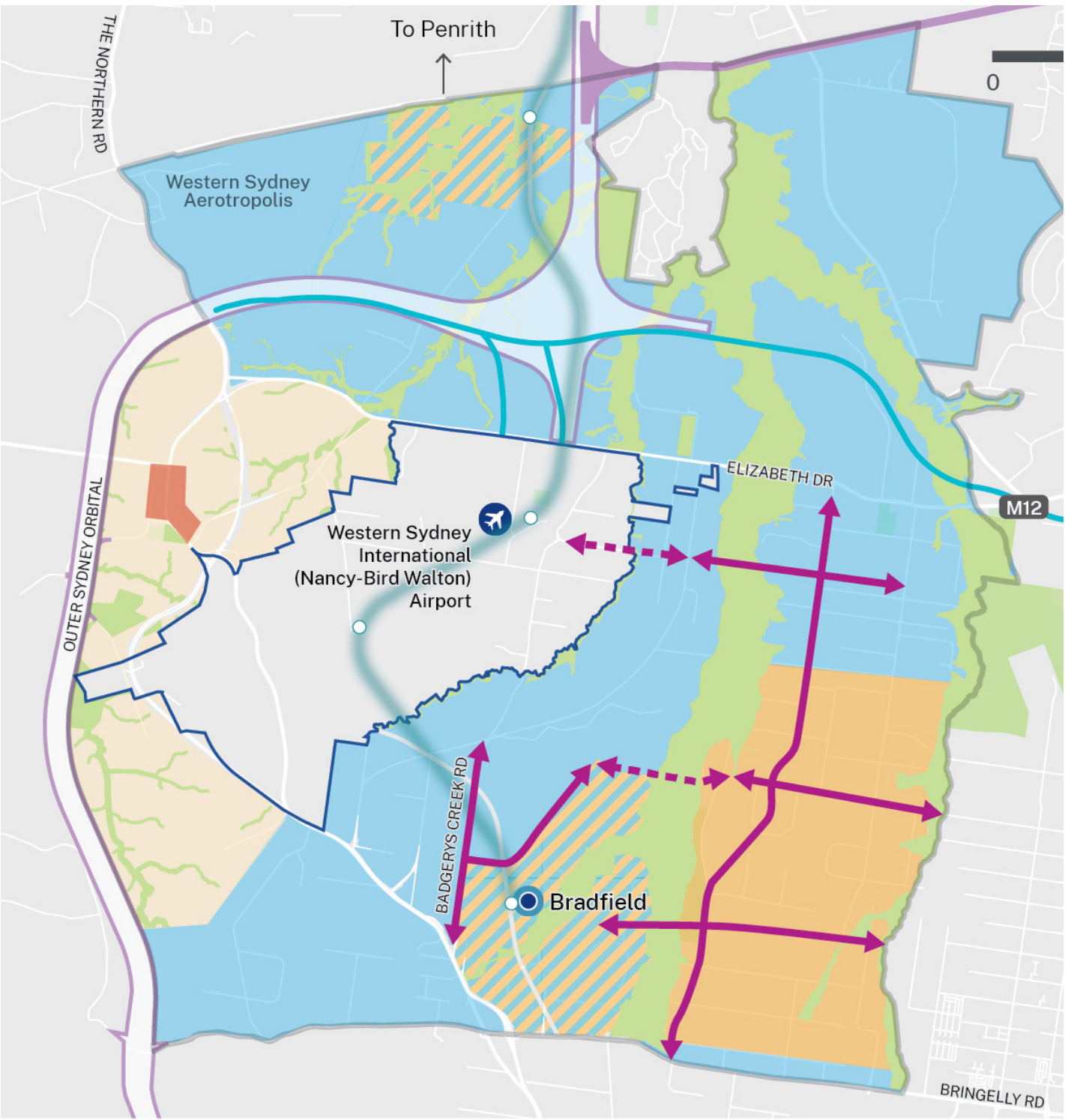
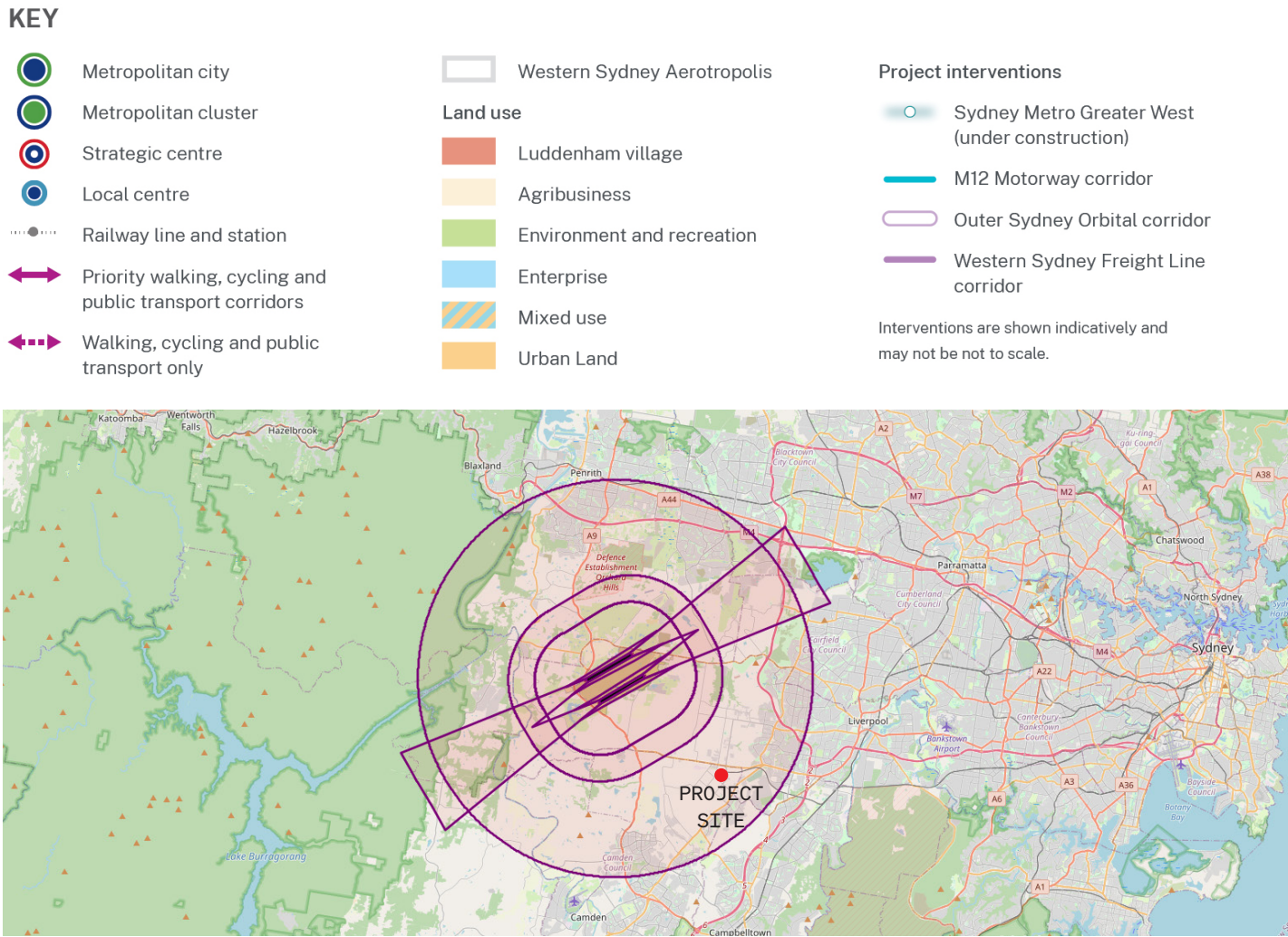


REGIONAL CONTEXT

Western Sydney International Airport and Bradfield

The Western Sydney International Airport and Aerotropolis will create an industry/innovation precinct and a home for technology, science and creative industries, ensuring the city has world class jobs that will sustain prosperity within the region, creating more than 100,000 new job opportunities - the biggest jobs boom in NSW history.

The Aerotropolis Core Precinct has the potential to deliver 50,000 – 60,000 jobs, with 19,000 – 21,000 jobs for the Northern Gateway Precinct and 9,000 –11,000 jobs for the Badgerys Creek Precinct.



REGIONAL CONTEXT

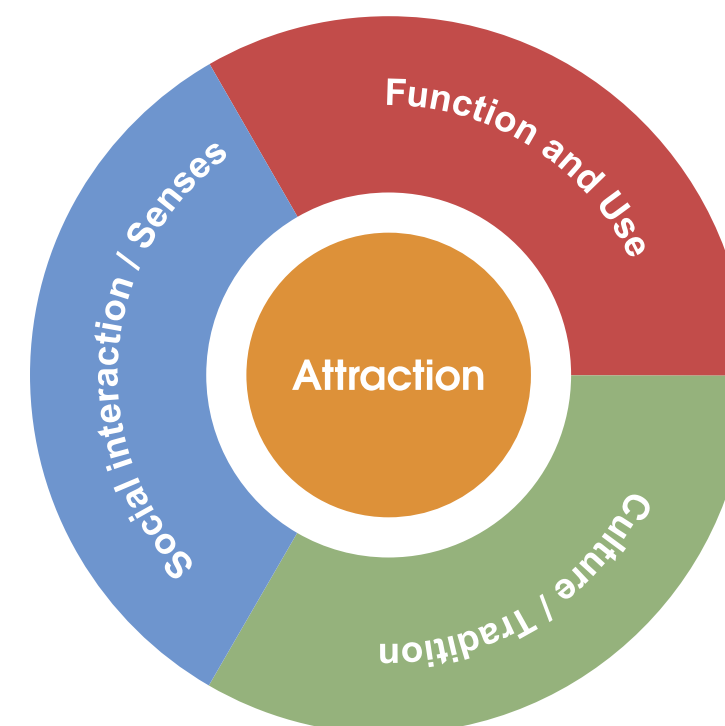
Alignment with Leppington Major Town Centres Public Domain Strategy

Our project aligns with the Leppington Major Centre Public Domain Strategy in several key ways:

1. **Promoting Prosperous Economy & Strategic Investment:** The mixed-use nature of our proposal supports both residential and commercial development, which will foster economic growth and provide a diverse range of services and job opportunities. By integrating office spaces, retail, and community facilities, our project enhances Leppington's role as a strategic centre and contributes to its ongoing investment and prosperity.
2. **Integrating Spaces for Community Engagement:** The design prioritises connectivity with well-designed public spaces, including pedestrian walkways, plazas, and green areas. These spaces are intended to encourage social interaction and ensure accessibility, reflecting Leppington's goal of creating a vibrant, integrated community where public and private spaces work together to enhance the urban experience.
3. **Sustainable and Accessible Design:** Our project incorporates sustainable practices, such as shading elements for climate control, water management strategies, and the use of durable materials to ensure long-term viability. The design promotes inclusivity and environmental resilience, supporting Leppington's vision of a sustainable urban environment that meets both the immediate and future needs Leppington's Community.

Through these efforts, our proposal is in line with the strategic goals of the Leppington Major Centre, contributing to its growth as a vibrant and sustainable hub.

What attracts people to a centre?



Function and Use

- Provide multiple reasons for people to come
- Convenient and easy to access
- Provides for daily needs
- Walkable and bikeable
- Public transport promoted
- Economically sustainable

Culture / Tradition

- Character of the community is displayed
- Opportunities for creative expression
- Daily rituals and traditions reflected and provided for

Social interaction / Senses

- Encourages social interaction
- Welcoming to everyone
- Range of price points
- Comfort and climate responsive
- Diverse and engaging sensory experiences

AECOM



Client: Department of Planning & Infrastructure
October 2012

AFFORDABLE HOUSING OPPORTUNITY

Affordable Housing Delivery

Under the Housing Development Authority (HDA) planning pathway, the development will provide up to 15% affordable housing. These provisions work in tandem to facilitate increased development capacity in exchange for the delivery of affordable housing, while supporting high-density growth around key public transport infrastructure.

Strategic Alignment & Local Need

Leppington forms South West Growth Area (SWGA), targeted for increased housing supply near major rail infrastructure. Camden is targeted for approximately 90,000 houses, leading to suburbs such as Leppington being critical for delivering well provisioned housing.

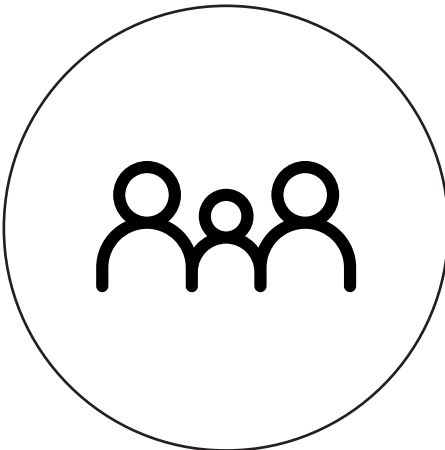
Community & Economic Benefits

Delivering well-managed housing with an affordable component directly supports the development of the South West Growth Area (SWGA). The proposal enables residents to live close to public transport, reduces car dependency and congestion, supports the local economy, and provides secure, well-located homes for a broad cross-section of the population.



AGE

Median age 32 years old.
34.6% Adults aged 20-39
(VS 27.5% for NSW)
20.6% Adults aged 40-59
(VS 25.2% for NSW).



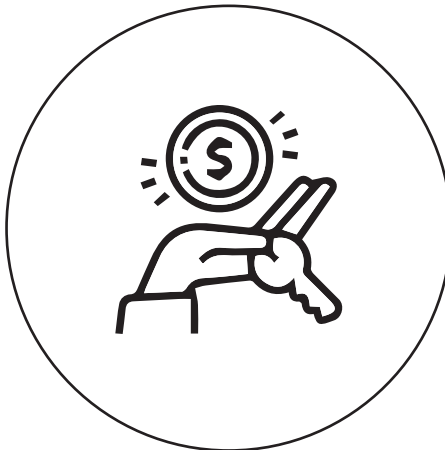
HOUSEHOLD COMPOSITION

84.4% Family household
(VS 71.2% for NSW)
14% Single (or lone) person household
(VS 25% for NSW)



EMPLOYMENT STATUS

55.6% Worked Full Time
(VS 55.2% for NSW)
26.6% Worked Part Time
(VS 30% for NSW)



MORTGAGE & RENT

\$2,700 Median mortgage repayment
(VS \$2,167 for NSW)
\$550 Median weekly Rent
(VS \$420 for NSW)



TENURE TYPE

72.1% Dwellings owner occupied (VS 64% for NSW)
24.8% Dwellings Rented
(VS 32.6% for NSW)

The proposed development will make a significant contribution to housing affordability and diversity within Leppington, with approximately 15% of the 1,493 apartments dedicated as affordable housing. By delivering a substantial supply of well-located housing close to public transport, employment and community infrastructure, the development supports the objectives of the Camden Council DCP to provide housing opportunities for existing and future residents, encourage socially sustainable communities, and promote integrated and accessible urban growth.

*Reference Australian Bureau of Statistics 2021 Census

UNDERSTANDING PLACE

UNDERSTANDING PLACE

Local Morphology



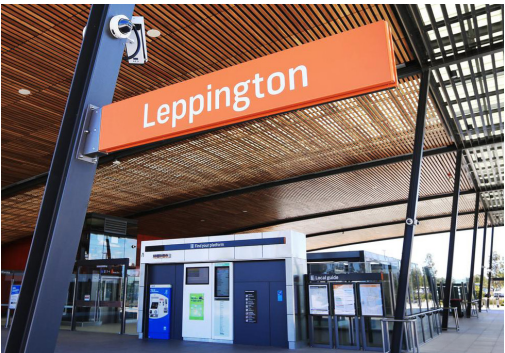
Indigenous Origins



European Settlement



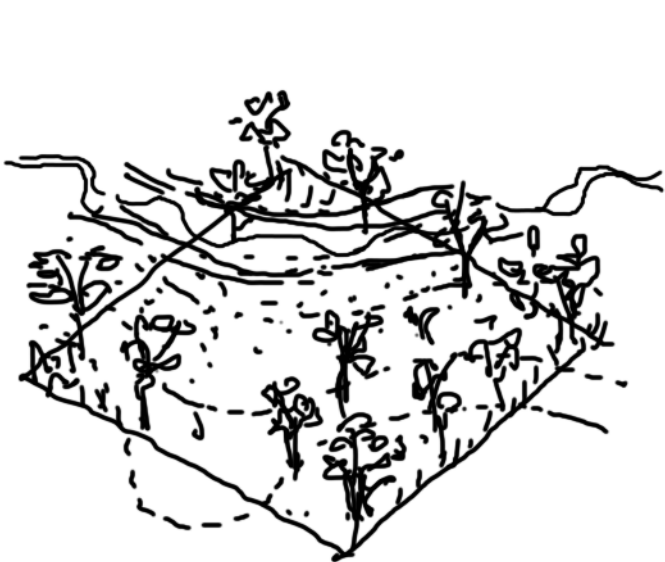
Subdivision



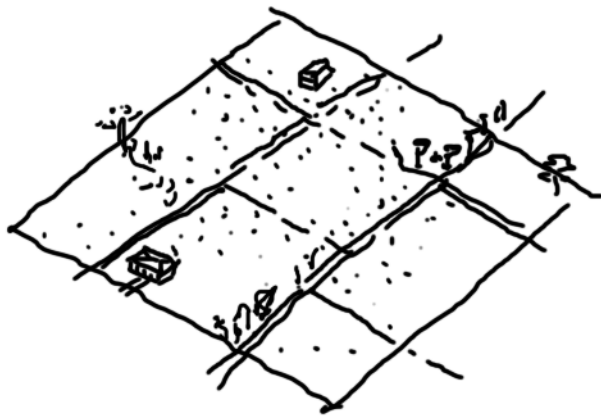
New Community



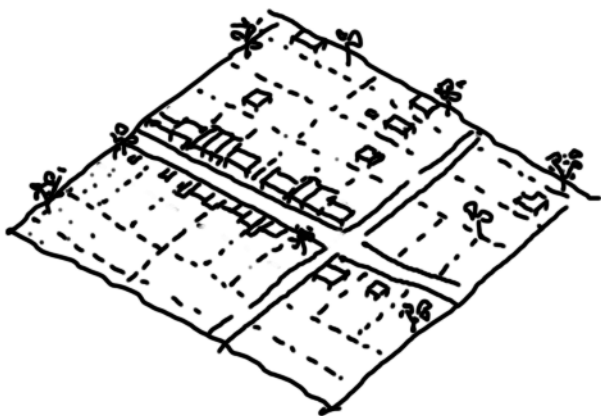
Future



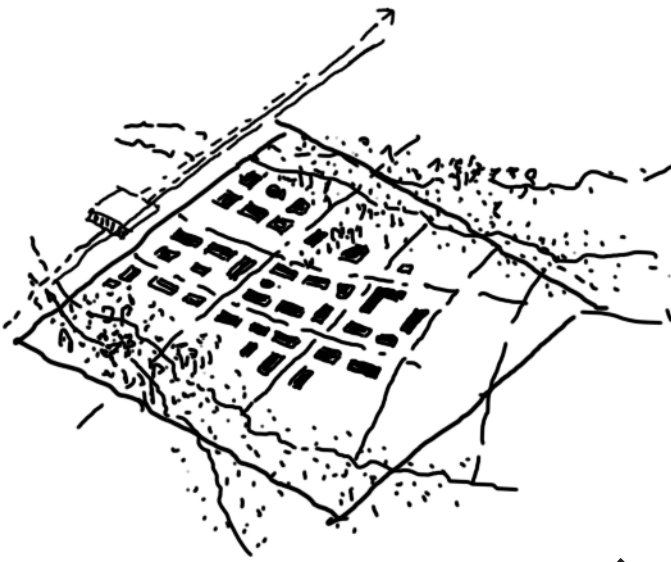
- Dharug People
- The Cumberland Plain
- Grassy Woodlands
- Riverflat Eucalypt Forest



- 1812 Gov. Macquarie Land Grants
- 1821 William Cordeau Estate
- Land clearing Timber felling
 - Cattle Farming
- Grazing / Fenced Paddocks



- Parcelisation
- Greenfield development
- Low Density (1/4 acre block)
- Historic town centres



- A new Parkland City
- Supporting Aerotropolis
- Landscape Led Development
- Connection to Country
- Built in Sustainability

UNDERSTANDING PLACE

Site and the Proposal

This Local Development Application, prepared for ALAND, proposes a major shopping centre and mixed-use precinct adjacent to Leppington Train Station.

The proposal introduces a comprehensive shopping destination with retail, dining, and entertainment offerings alongside short-term accommodation through a proposed hotel, creating a dynamic, community-focused environment. The hotel will provide convenient short-stay options, catering to visitors, business travellers, and the growing residential base. This integration of retail and short-term accommodation supports Leppington's role as a regional destination, encouraging longer visits and enhancing local economic activity.

Public realm enhancements and pedestrian-friendly streetscapes are central to the design, creating open areas for community gatherings and seamless connections to surrounding amenities and transport links. This approach aligns with Camden's vision for an accessible, high-quality retail precinct that serves both local needs and regional visitors.

This proposal reflects ALAND's commitment to delivering a flagship shopping centre with integrated short-stay accommodation, making it a cornerstone of the Leppington Town Centre. The development aims to support local growth, drive economic development, and establish Leppington as a key retail and hospitality destination.



UNDERSTANDING PLACE - FUTURE TOWN CENTRE

Existing Site Condition



KEY PLAN

