

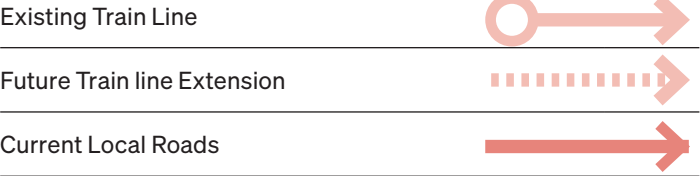
SITE CONTEXT

Current conditions

The site at 173 & 183 Rickard Road is the front door to the Leppington train station line — a prime opportunity for a landmark mixed-use development that will define the new urban precinct.

Although planning pathways have technically enabled development for more than a decade, progress has stalled due to misaligned and fragmented controls.

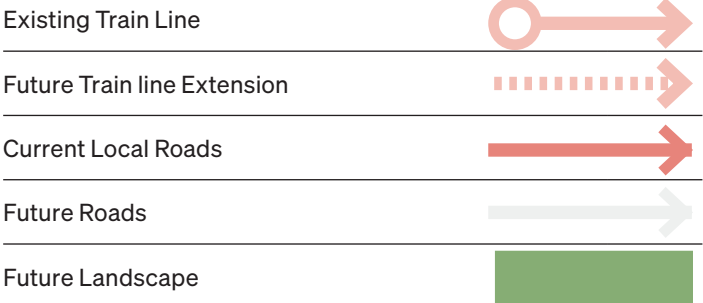
The real barrier has been the absence of a lead private developer to drive coordinated delivery — and ALAND is now positioned to do exactly that.



SITE CONTEXT

Future Layout

The updated ILP outlines new infrastructure patterns and land use strategies, intending to enhance the liveability, sustainability, and productivity of the region by redistributing the benefits of growth. The site is closely situated near future amenities and services and the development of infrastructure of the area.



BENCHMARKS AGAINST SYDNEY URBAN RENEWAL SITES



The Site



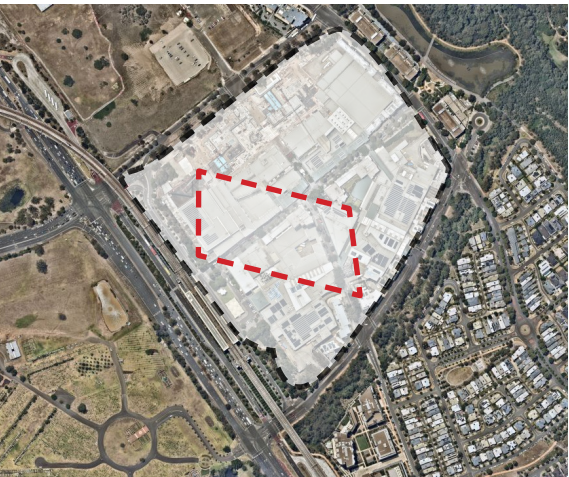
Edmondson Park



Lachlan's Line



Green Square



Rousehill



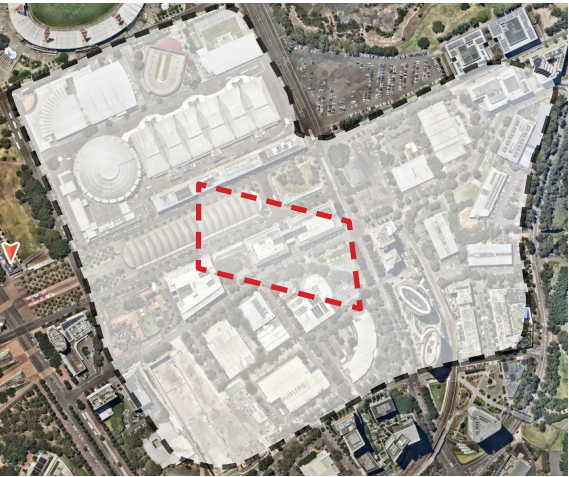
Thornton Precinct



Barangaroo



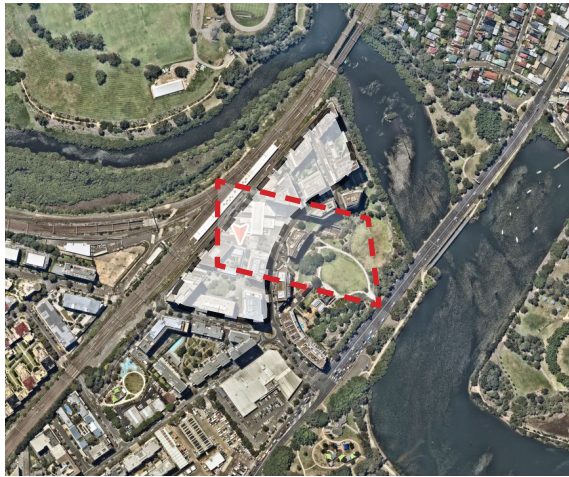
Parramatta Metro Precinct



Sydney Olympic Park



Bays Precinct



Discovery Point



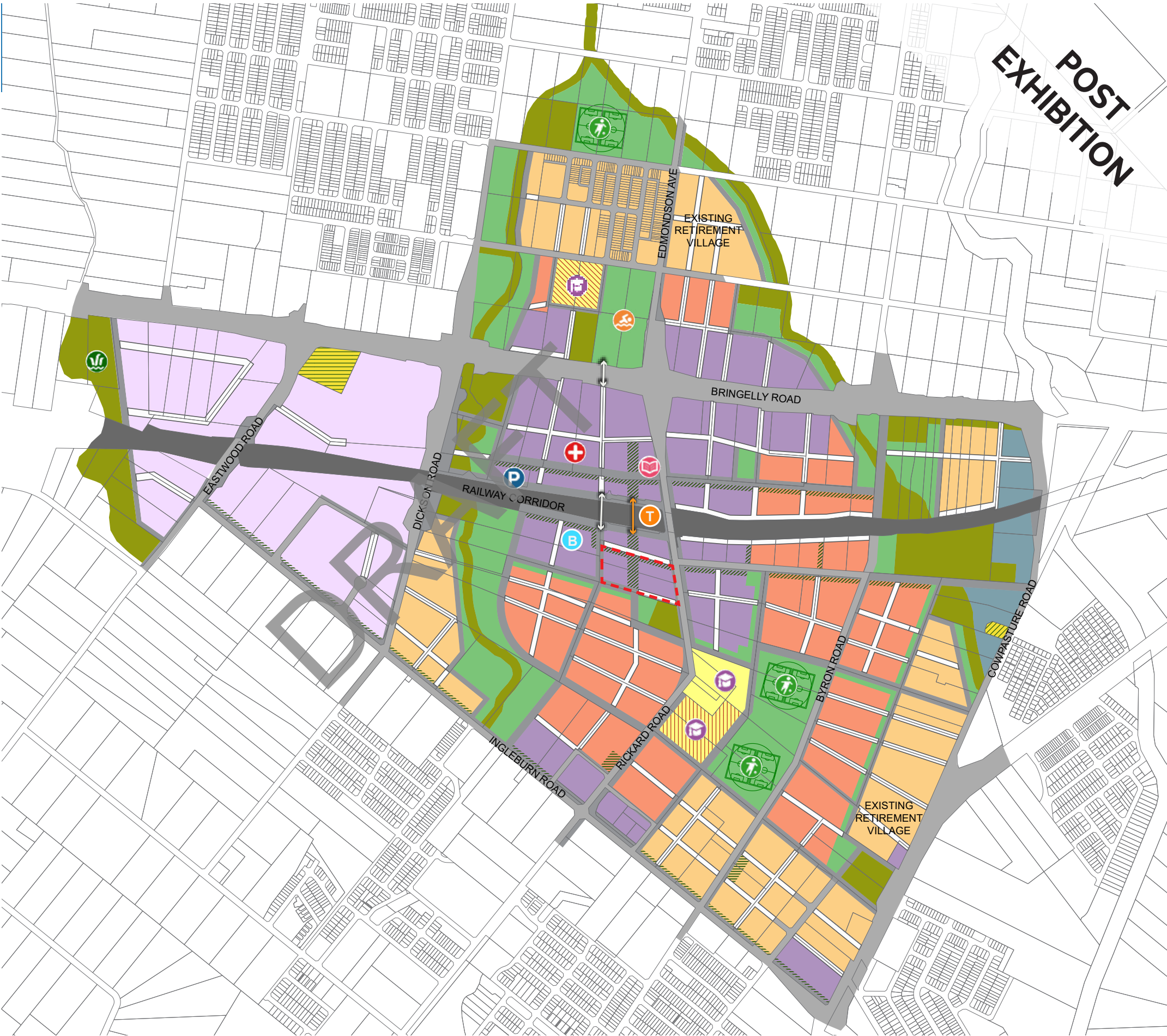
Bays West Precinct

PLANNING CONTROLS

Indicate Layout Plan

KEY PLAN

- Conservation & Drainage
- Private Recreation
- Public Recreation (LEP)
- Public Recreation (DCP)
- Schools
- Future Schools
- Utility Infrastructure
- Street (Acquisition)
- Street (DCP)
- Medium Density Residential
- High Density Residential
- Mixed-Use Zone
- Business Development Zone
- General Industrial Zone
- Existing Rail Reserve
- Existing Road
- Recreation Facility
- Education
- Playing Field
- Health Hub
- Nature Reserve
- Commuter Car Park
- Community Centre
- Train Station
- Bus Interchange
- Primary Active Link
- Proposed Active Link

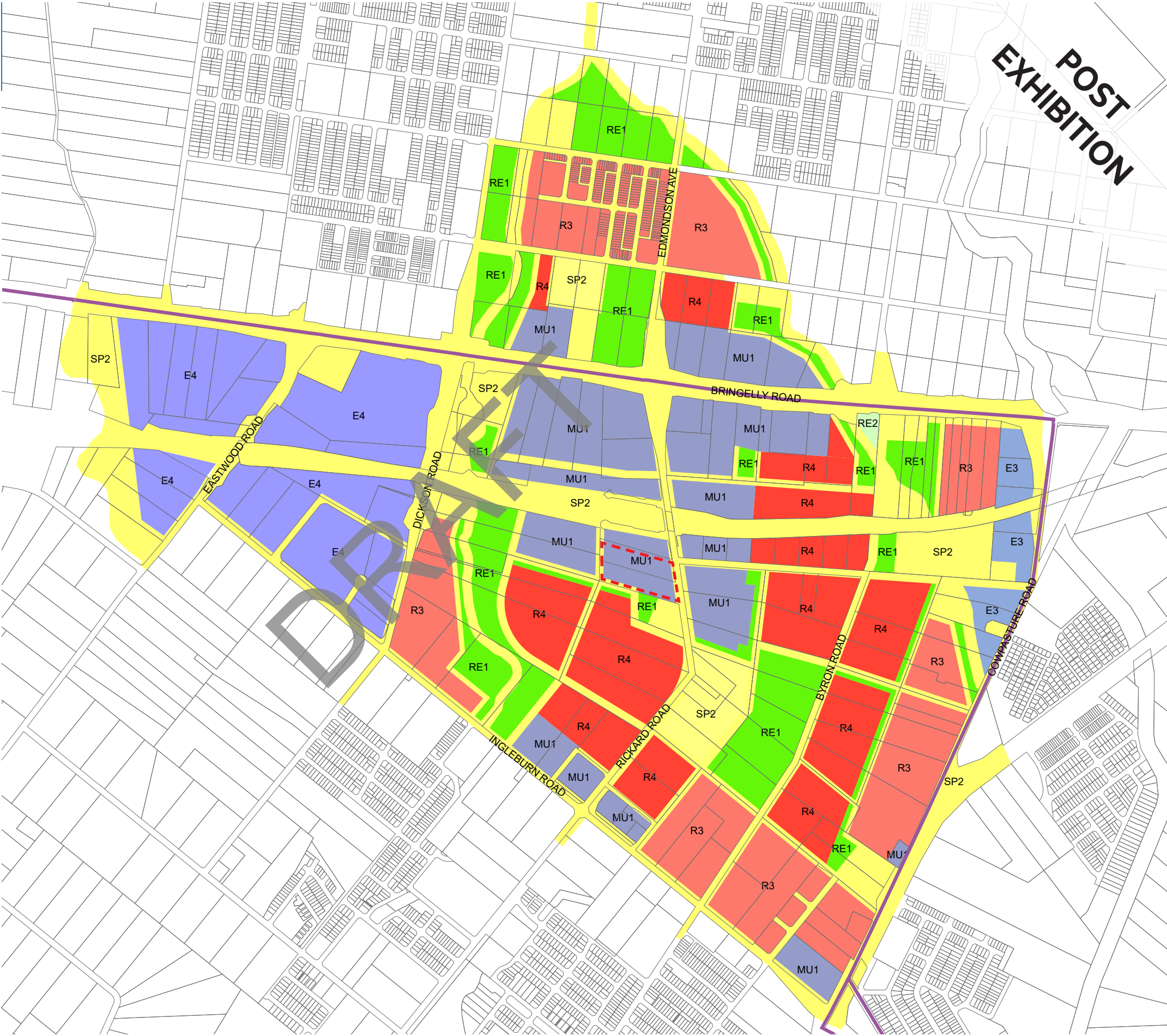


PLANNING CONTROLS

Land Zoning

KEY PLAN

- Legend**
- LGA Boundary
 - MU1 - Mixed Use
 - E3 Productivity Support
 - E4 General Industrial
 - R3 Medium Density Residential
 - R4 High Density Residential
 - RE1 Public Recreation
 - RE2 Private Recreation
 - SP2 Infrastructure

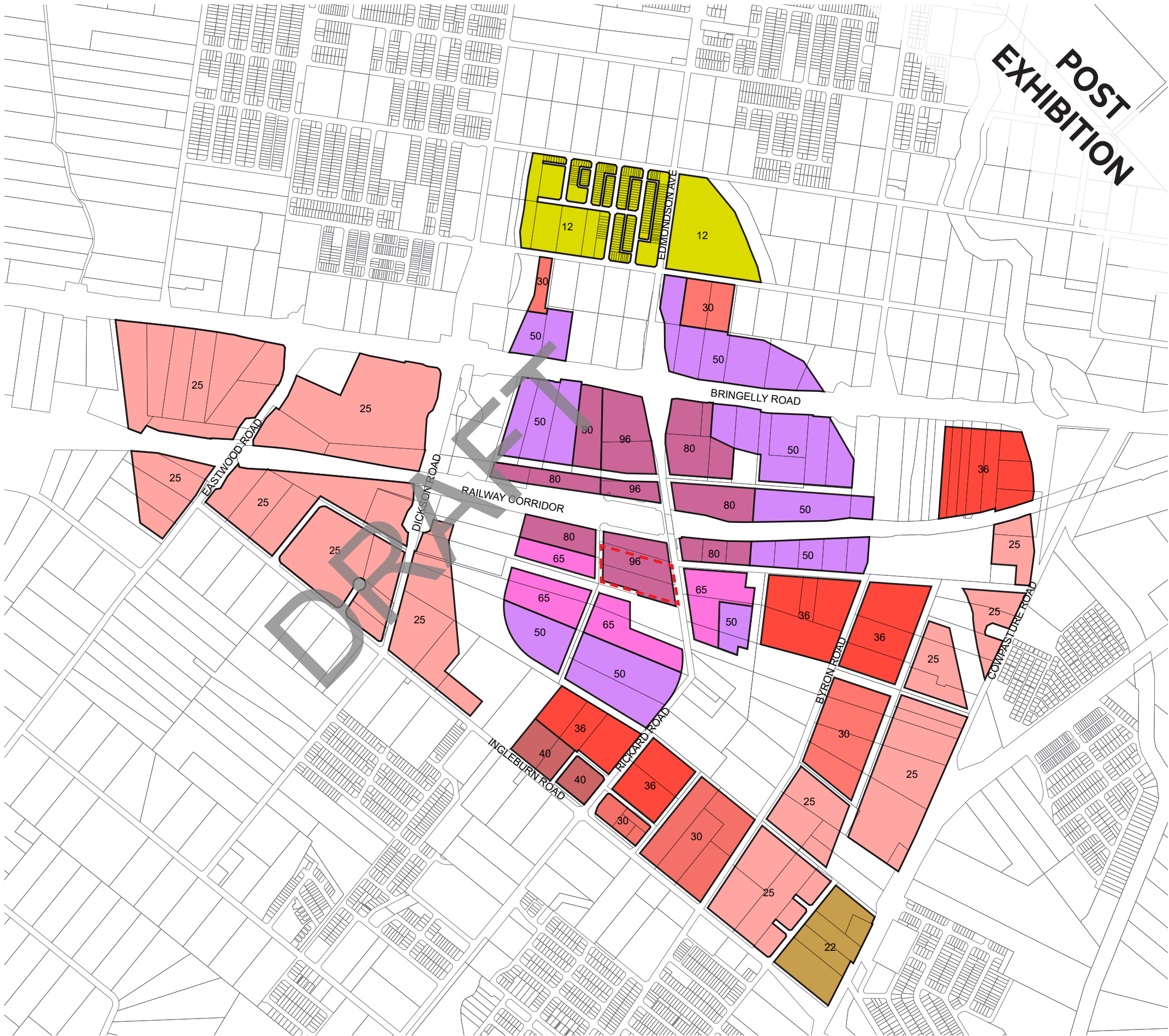


PLANNING CONTROLS

Height of Building

KEY PLAN

- Legend
- M 12m
 - R 22m
 - T 25m
 - U 30m
 - U 33m
 - V 36m
 - X 45m
 - Y 50m
 - AA 65m
 - AB 80m
 - AB 96m



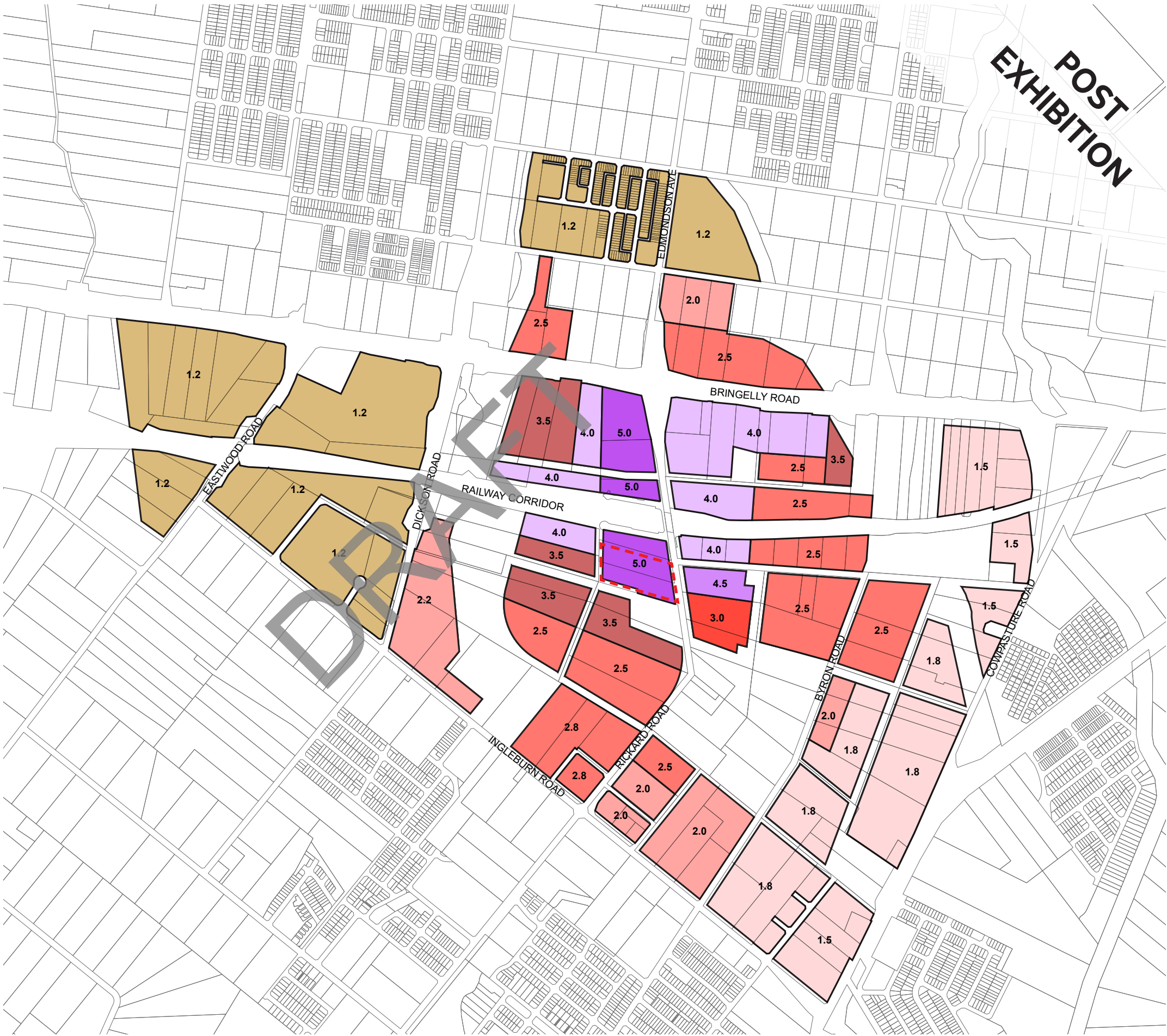
PLANNING CONTROLS

Floor Space Ratio

KEY PLAN

Legend

P	1.2
S	1.5
S	1.8
T	2.0
U	2.5
U	2.8
W	3.5
Y	4.5
Z	5.0

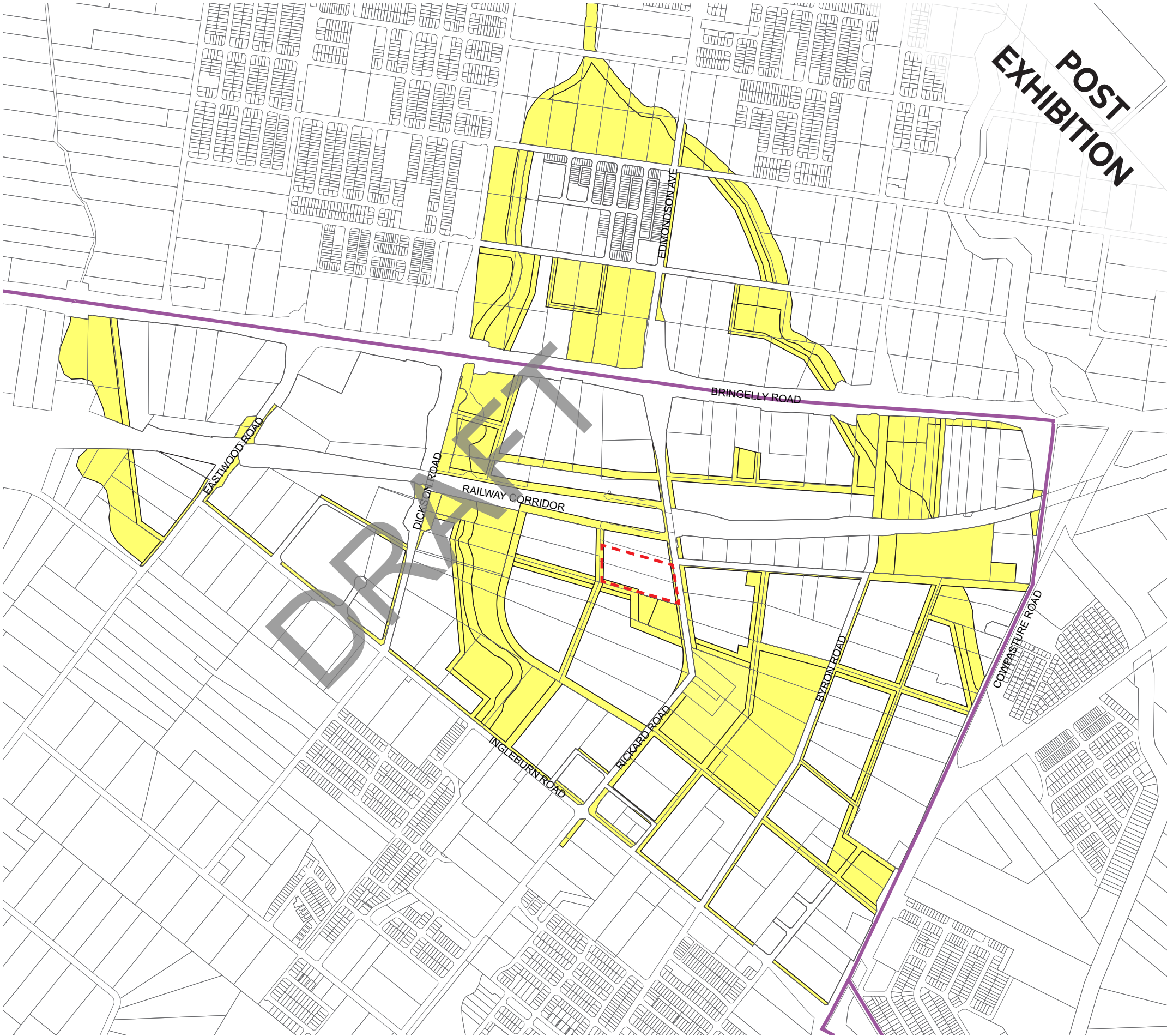


CURRENT DRAFT ILP

Land Reservation Acquisition

KEY PLAN

- Legend**
- Land Open Space
 - Drainage and Riparian
 - Regional Parkland
 - Road Reservation
 - School Reservation
 - Stormwater Infrastructure

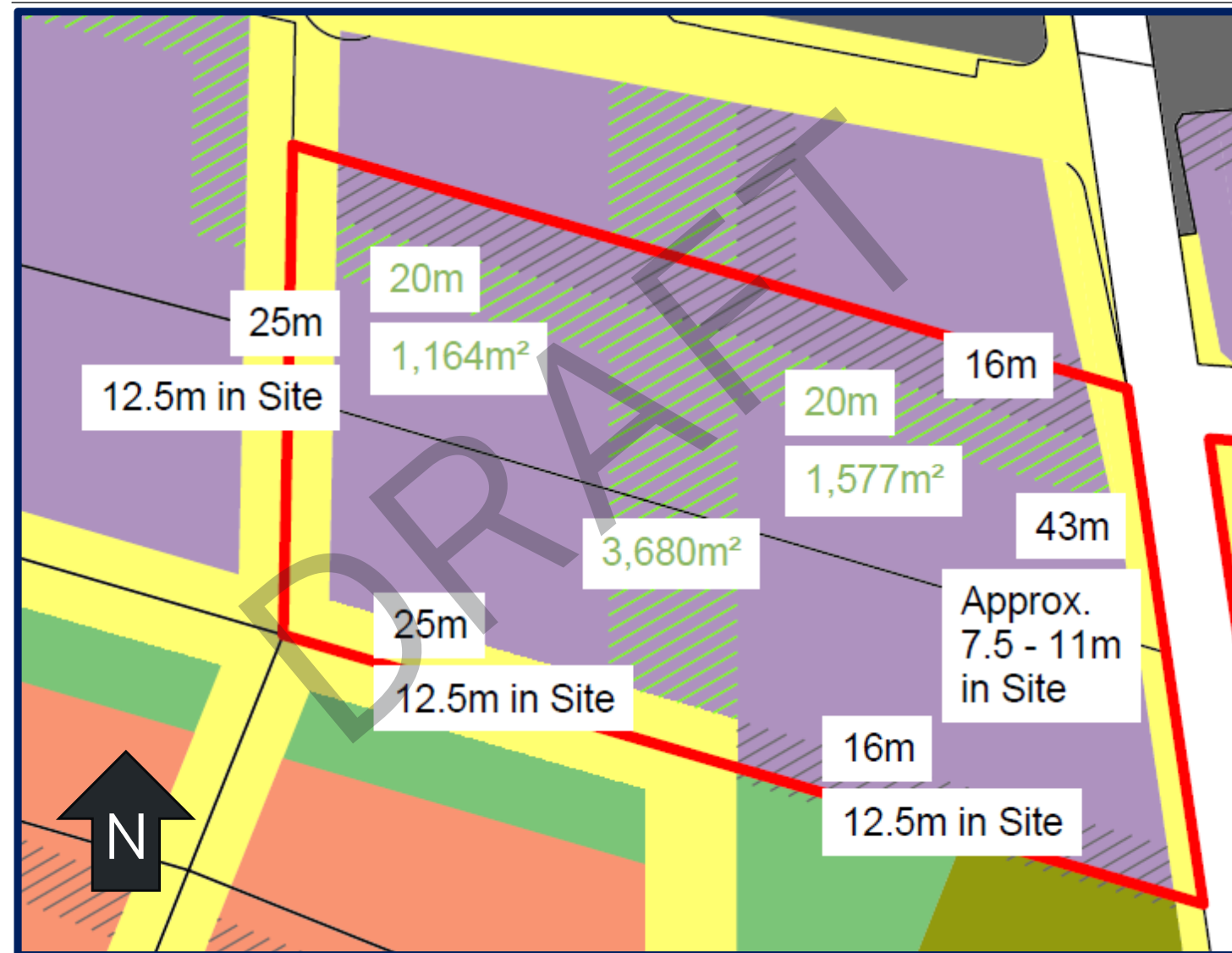


INDICATIVE LAYOUT PLAN - SITE A

173-183 Rickard Road, Leppington



All information in this slide is draft and subject to change



LEGEND

- Conservation & Drainage
- Public Space (Acquisition)
- Schools
- Public Space (Acquisition)
- High Density Residential
- Mixed-Use Zone
- Existing Road Reserve
- Street (DCP)
- Street (Acquisition)

- MU1 and SP2 zoning
- A 96m building height is proposed;
- A maximum 5:1 FSR is proposed;
- A minimum 0.25:1 non-residential FSR is proposed (MU1 only);
- 3% Affordable Housing in perpetuity;
- SP2 and DCP Roads;
- Total open space area (LRA) = 6,421sqm, being:
 - East-west oriented 'linear plaza' area associated with road reserve = 2,741sqm (two sections split by north-south oriented park/plaza); and
 - North-south oriented park/plaza area = 3,680sqm

KEY PLAN - PROPOSED SITE



IMPACTS OF ILP - ON SITE

TOTAL SITE AREA 32,420 m²

ROADS

STREET ACQUISITION (SP2) 4,690 m²

DCP 5,050 m²

TOTAL ROAD ALLOCATION 9,740m²

GREEN SPACE

LINEAR PARK 2,757 m²

PLAZA 3,680 m²

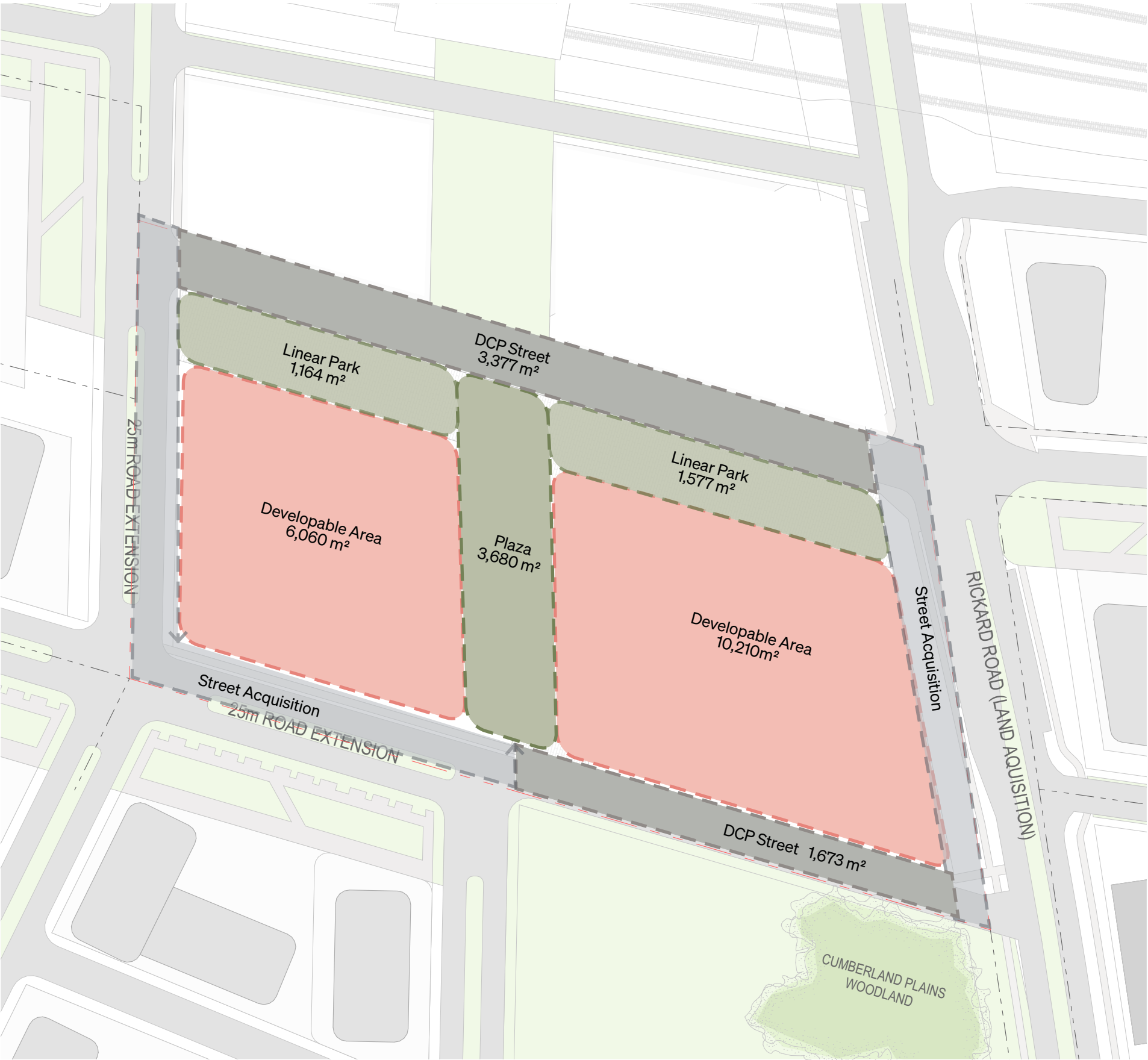
TOTAL GREEN SPACE ALLOCATION 6,421 m²

TOTAL PROPOSED SITE AREA 27,835 m²

Percentage of site area 85%

DEVELOPABLE SITE AREA 16,270 m²

PERCENTAGE OF TOTAL SITE 50%

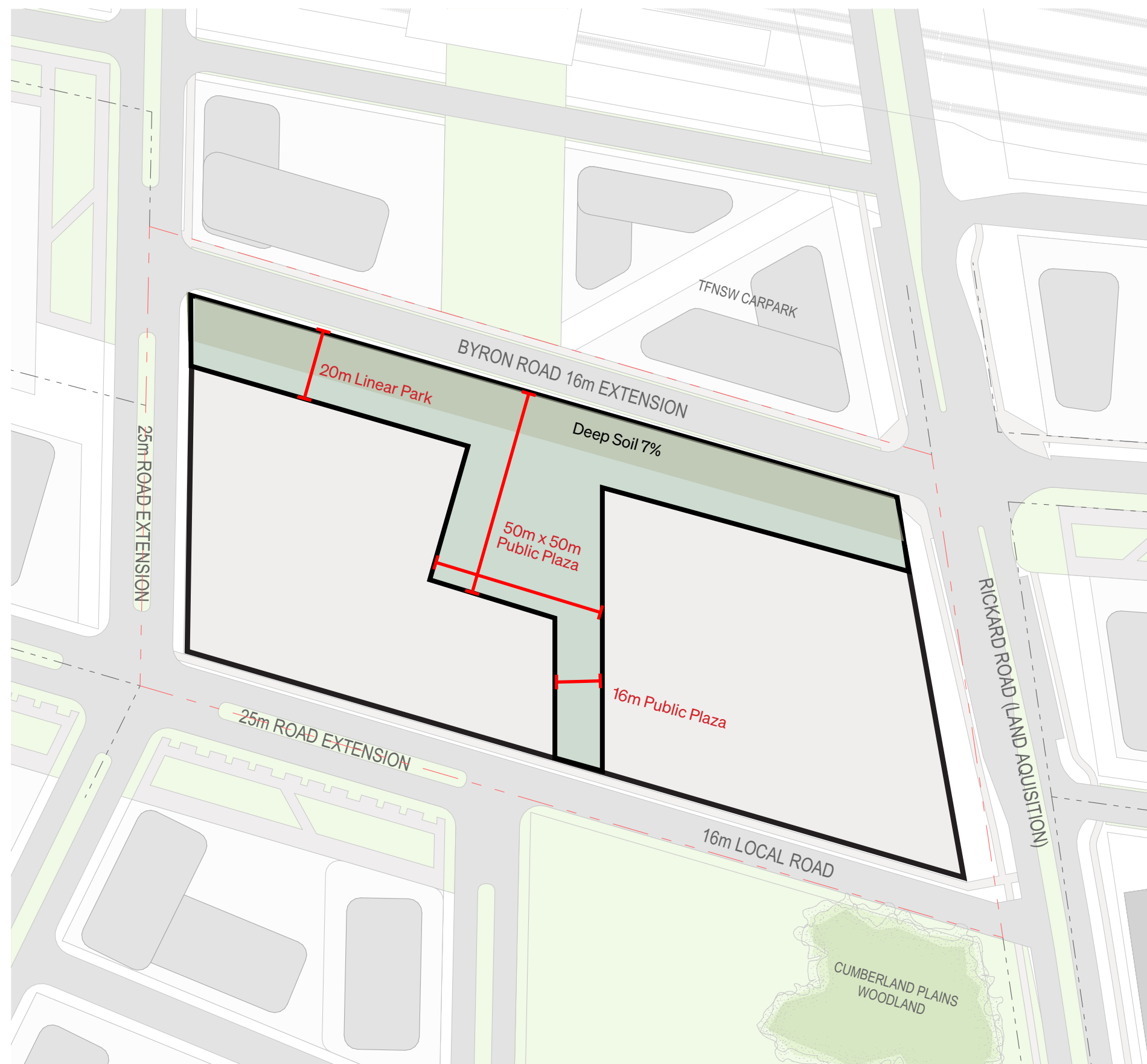


PUBLIC PLAZA PROPOSED

Public Space Land

The public Plaza is anchored by a 20-metre-wide linear park located to the north of the site, aligned with the train station to strengthen connectivity and arrival.

A central public plaza, approximately 50m × 50m in size, establishes a key civic gathering space, framing pedestrian movement through the precinct while capturing southward vistas towards the Cumberland Plain Woodland and back to the station. Strong pedestrian links integrate the station, plaza, and surrounding mixed-use development.



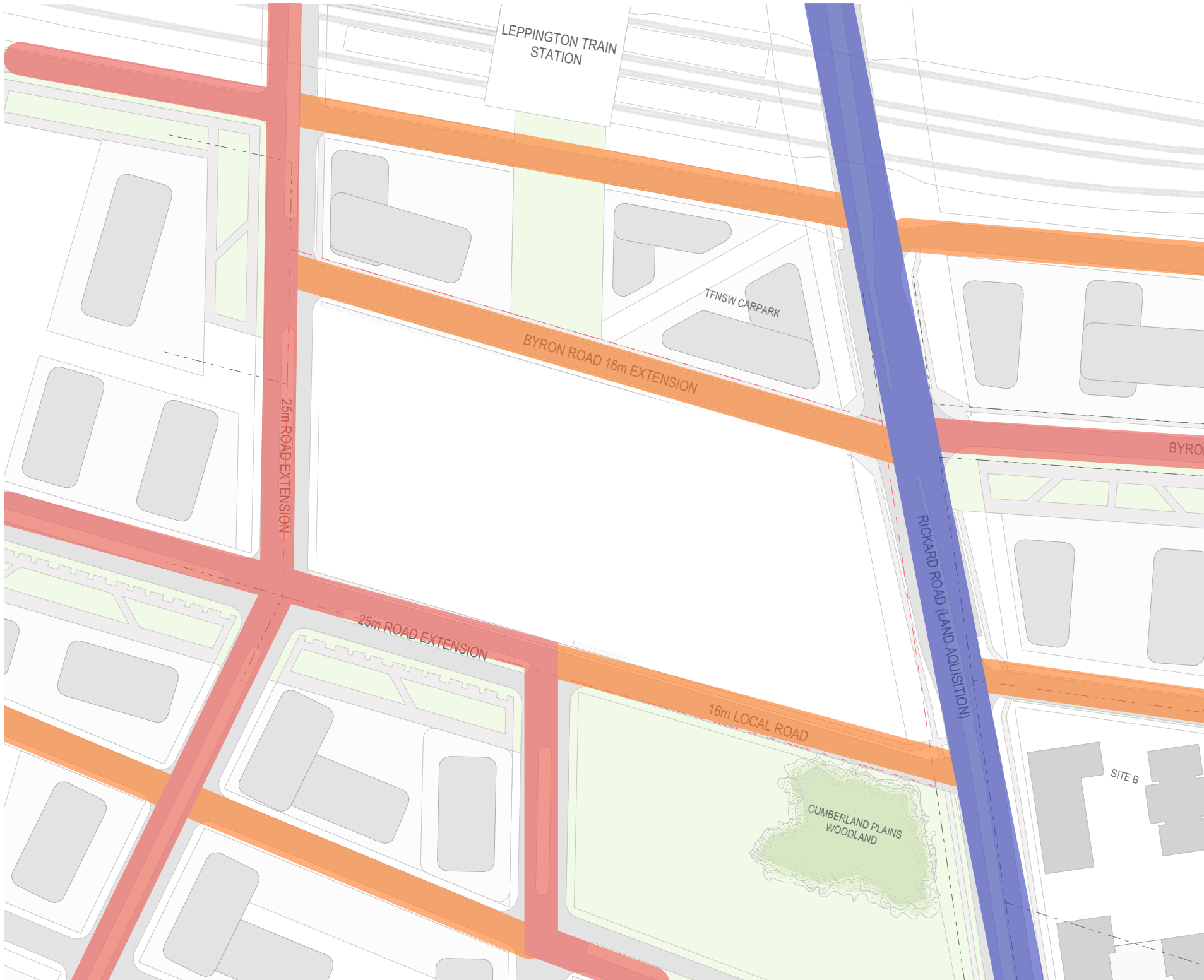
FUTURE ROAD PLANNING

Road Typologies

The street network is structured around three primary road typologies in accordance with the ILP: the 16m Local Street, 25m Town Centre Street, and Rickard Road (variable width). Each typology is designed to support a high-quality public domain through integrated street tree planting, on-street parking, and a legible movement hierarchy. The network prioritises multi-modal connectivity, incorporating dedicated bicycle connections and an extensive pedestrian network to promote walkability, accessibility, and integration across the precinct.

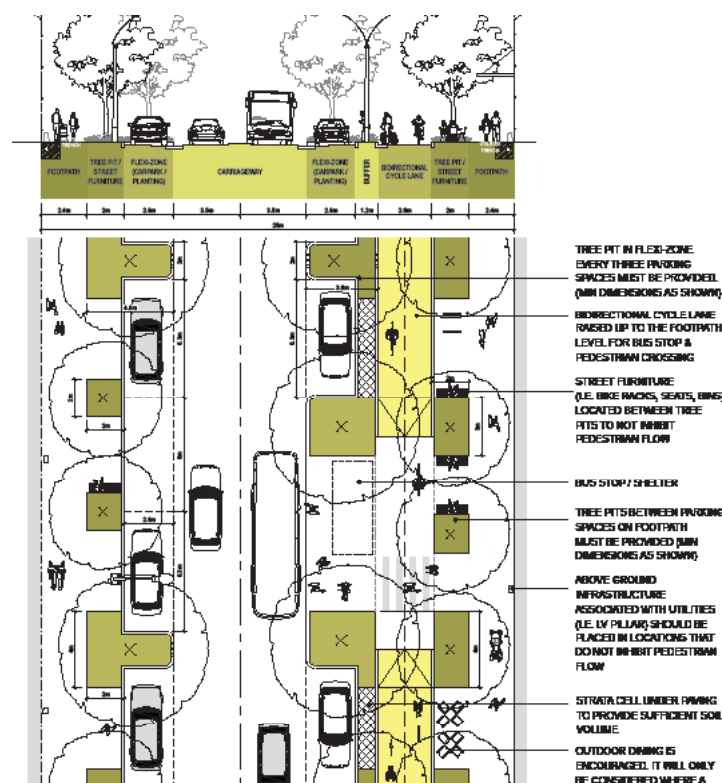
KEY

- RICKARD ROAD- 37.6M
- LOCAL STREET (LINEAR PARK)- 16M
- TOWN CENTRE STREET- 25M



NOTE: street sections taken from Draft prior to exhibition

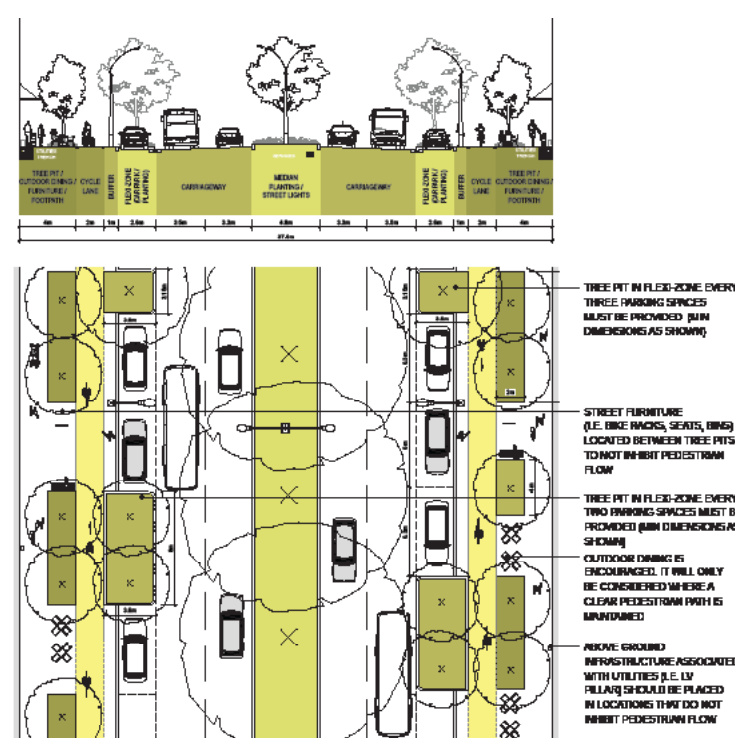
CURRENT VS FUTURE CONTEXT



- NOTE:**
- WASH TREE PITS WITH GAPS AT KERB TO COLLECT WATER ARE ENCOURAGED.
 - TREE PIT LOCATIONS AND DIMENSIONS, IN BETWEEN SPACING AND THE NUMBER OF PARKING SPACES IS INDICATIVE ONLY WITH THE STREET TREE MASTERPLAN TAKING PRECEDENCE OVER THESE DRAWINGS TO PROVIDE GUIDANCE ON THIS.
 - EXTEND TREE PIT AND STRATA CELL EXTENTS TO MAXIMUM DIMENSIONS IN RELATION TO SITE CONDITIONS TO ALLOW FULL POTENTIAL TREE GROWTH.
 - ANY SERVICE TRENCH LOCATED WITHIN THE MEDIAN TO BE LOCATED ON SIDE TO AVOID INTERFERENCE WITH STREET TREE.

TOWN CENTRE STREET - 25 m
LEPPINGTON NORTH DCP - Street Section and Plan

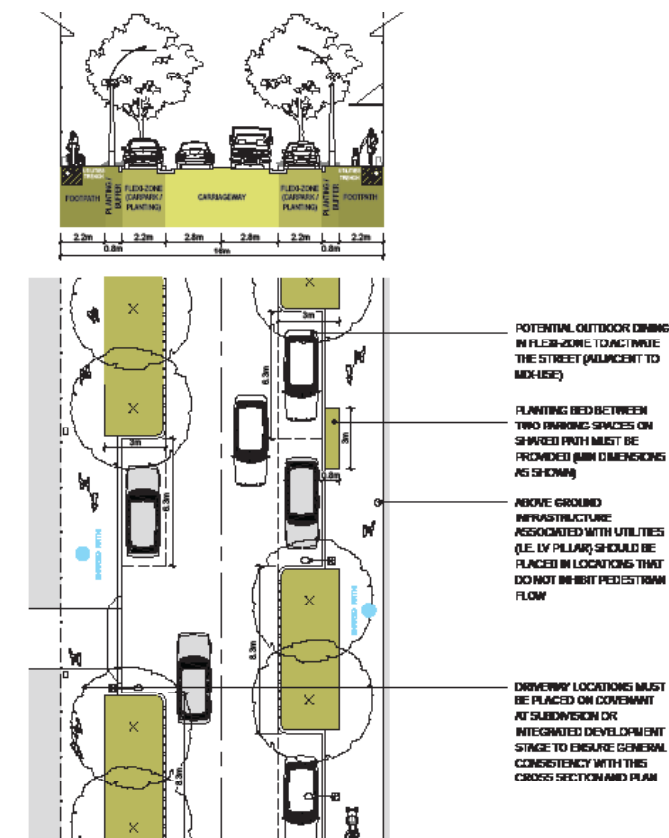
DRAFT



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RICKARD ROAD (BRINGELLY TO SCHOOL) - 37.6m
LEPPINGTON NORTH DCP - Street Section and Plan

DRAFT



- NOTE:**
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LOCAL STREET - 16 m
LEPPINGTON NORTH DCP - Street Section and Plan

DRAFT

TOWN CENTRE STREET- 25M

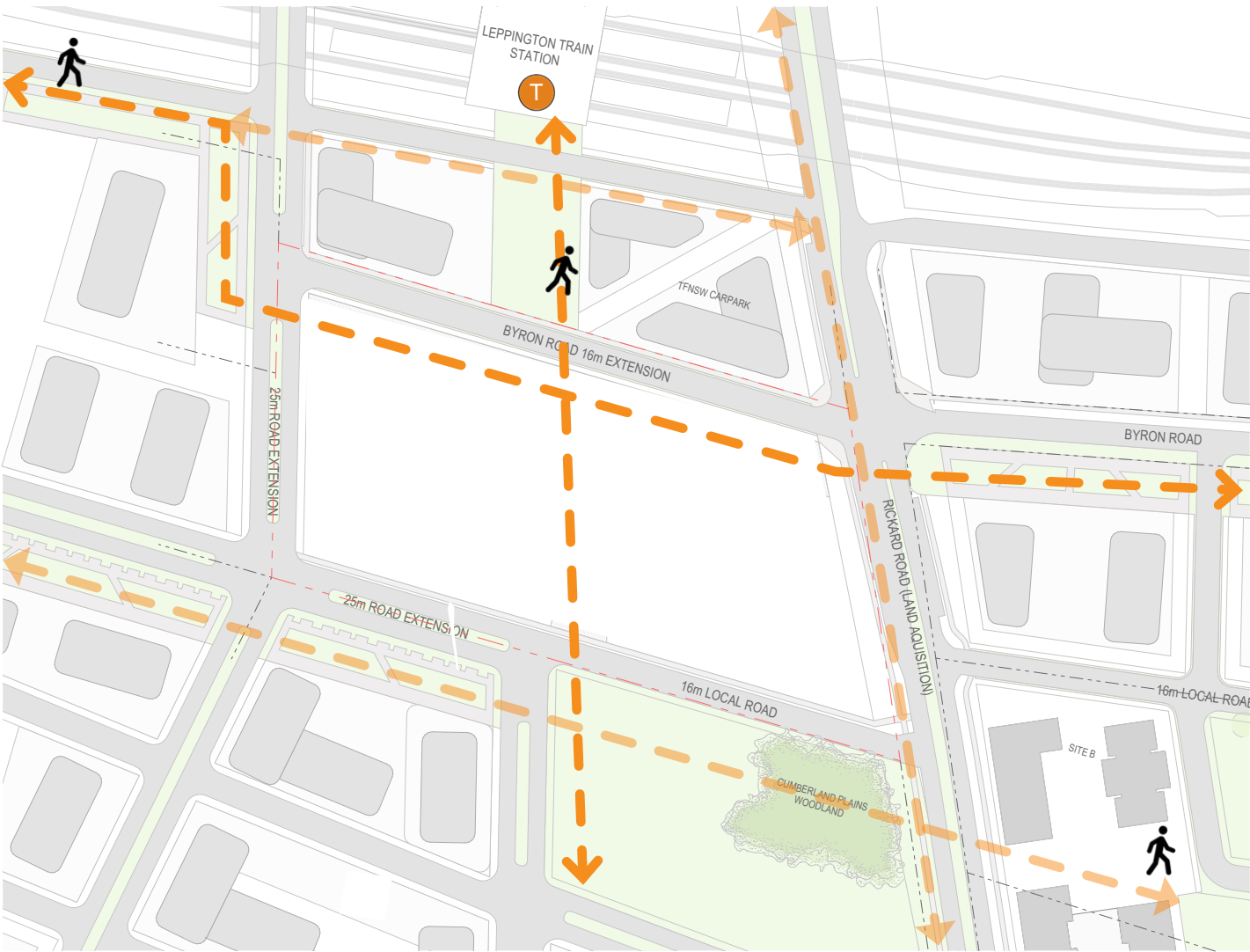
RICKARD ROAD- 37.6M

LOCAL STREET (LINEAR PARK)- 16M

TRANSPORT CONNECTIONS

Public Pedestrian Movement

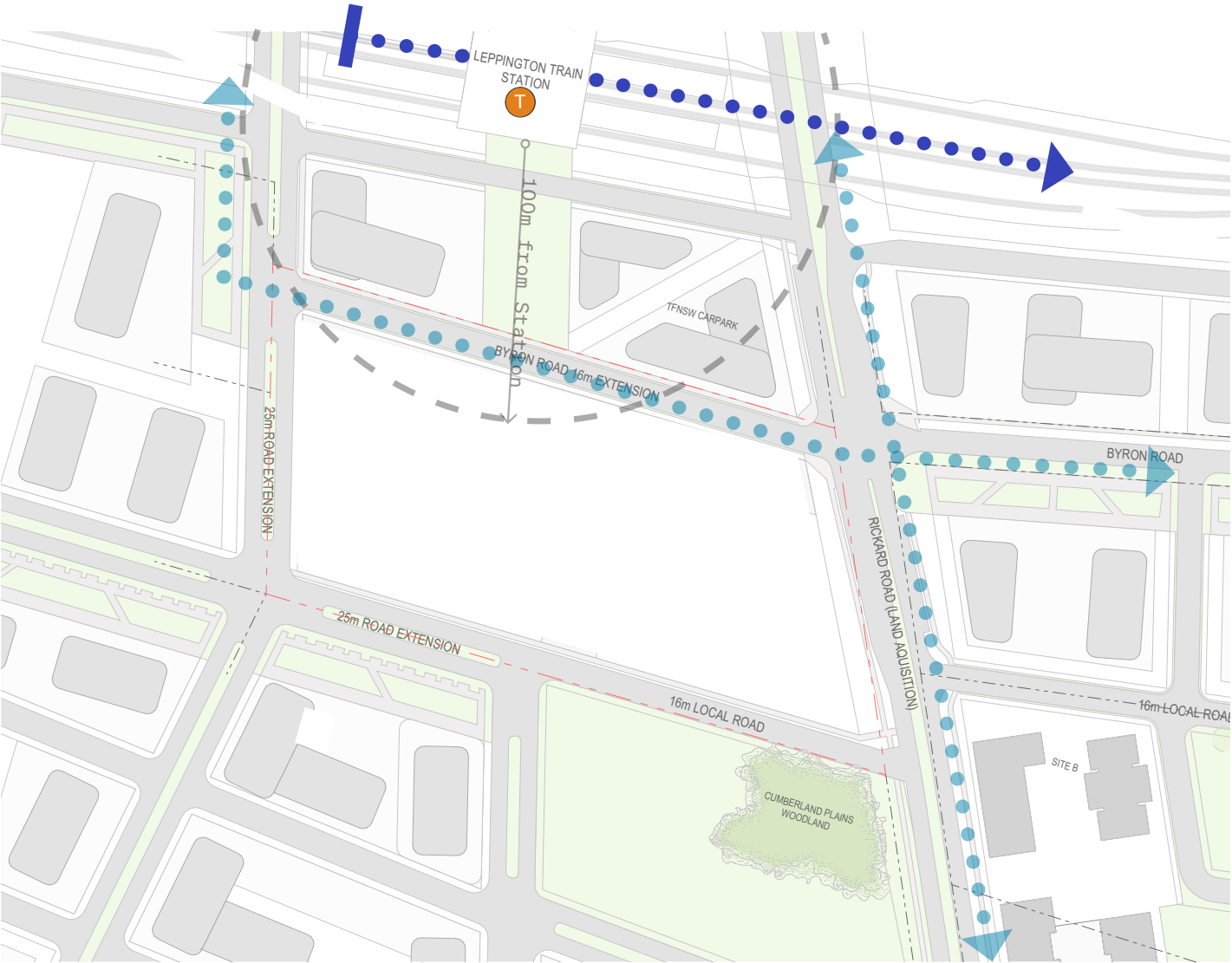
Holistic design will respond to future pedestrian movements across and through the site.



- Existing Train Station
- Primary Pedestrian Movement
- Secondary Pedestrian Movement

Transport Accessibility

Existing and future transport infrastructure will result in an accessible and walkable network

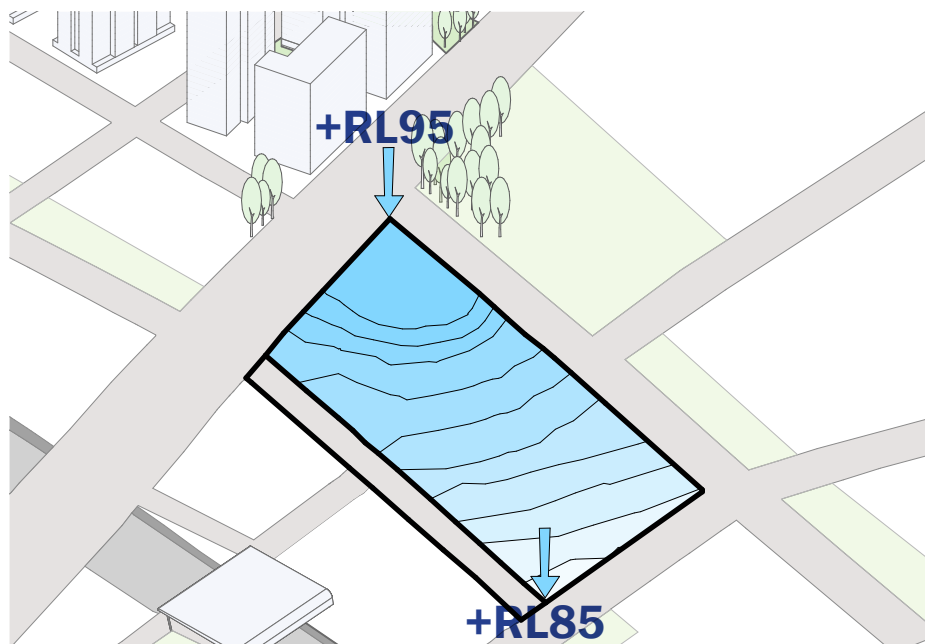


- Existing Train Station
- Train Alignment
- Bus Route



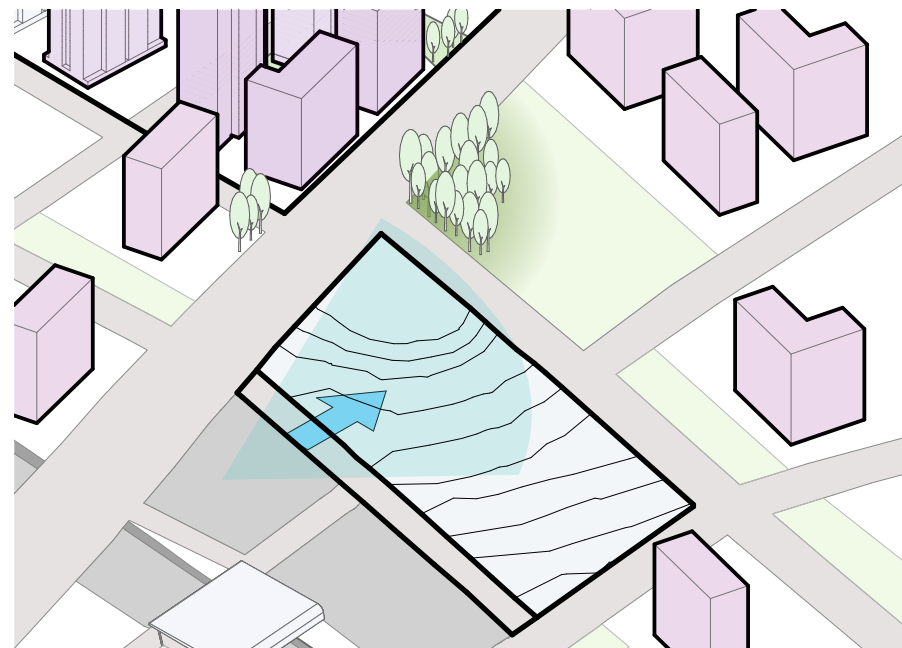
SITE ANALYSIS

Topography



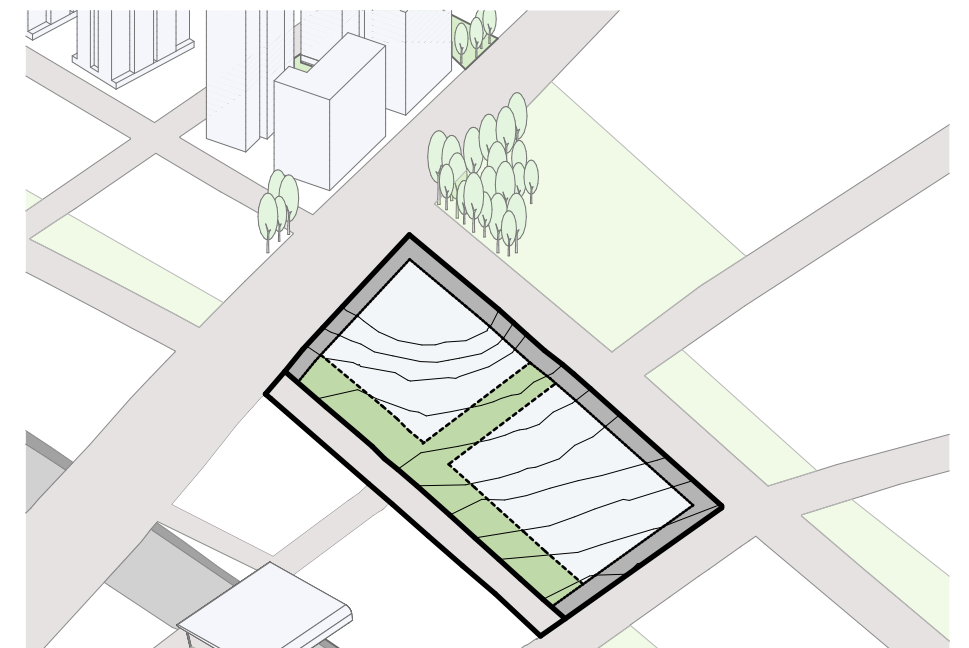
- Site experiences an approximate 10 m fall across the lot, descending from RL95 to RL85.
- Topography supports potential split-level podium and basement integration, reducing apparent building bulk.
- Site grading can assist in creating activated interfaces and varied public realm experiences.
- Changes in level can be utilised to create distinct pedestrian entries and landscaped thresholds.
- Topographic conditions allow potential for visual permeability across the site and surrounding context.

Current and future context



- Site interfaces with the NSW car park area, creating a strong urban edge condition.
 - Proximity to transport infrastructure supports transit-oriented development outcomes.
- Potential for increased pedestrian movement and activation as the precinct develops over time.
- Trees and vegetation to the south provide an important environmental and visual asset.

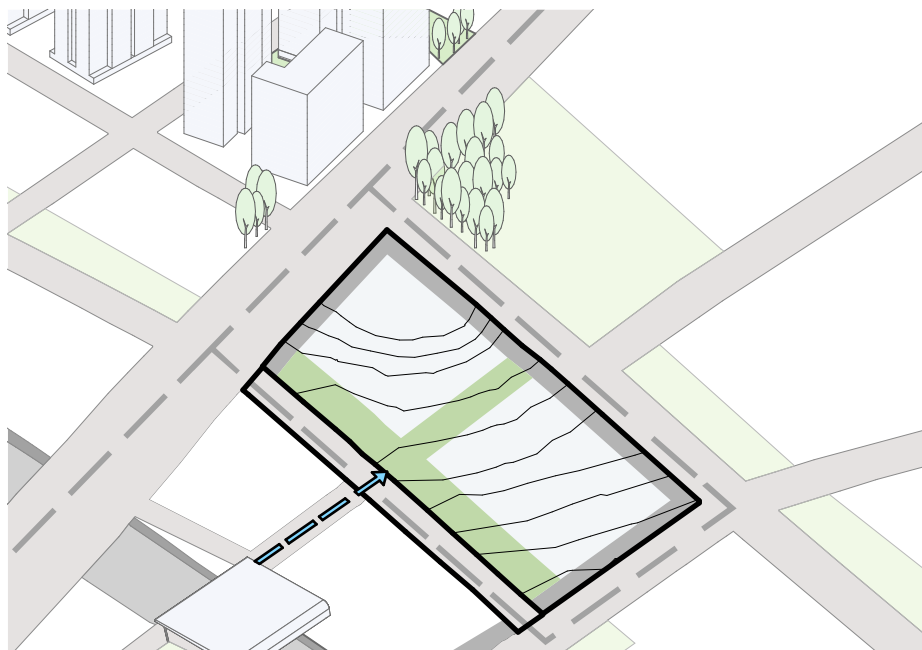
Green space and trees



- Existing woodland reserve to the south provides a strong landscape backdrop to the site.
- Northern interface presents opportunity for an activated public plaza and communal gathering space.
- Opportunity to integrate green corridors and setbacks throughout the development.
- Public domain landscaping can strengthen connections between the site and surrounding open spaces.
- Landscape zones can assist in softening built form and reducing perceived scale from the public realm.
- Integration of communal open space can improve resident amenity and social interaction.

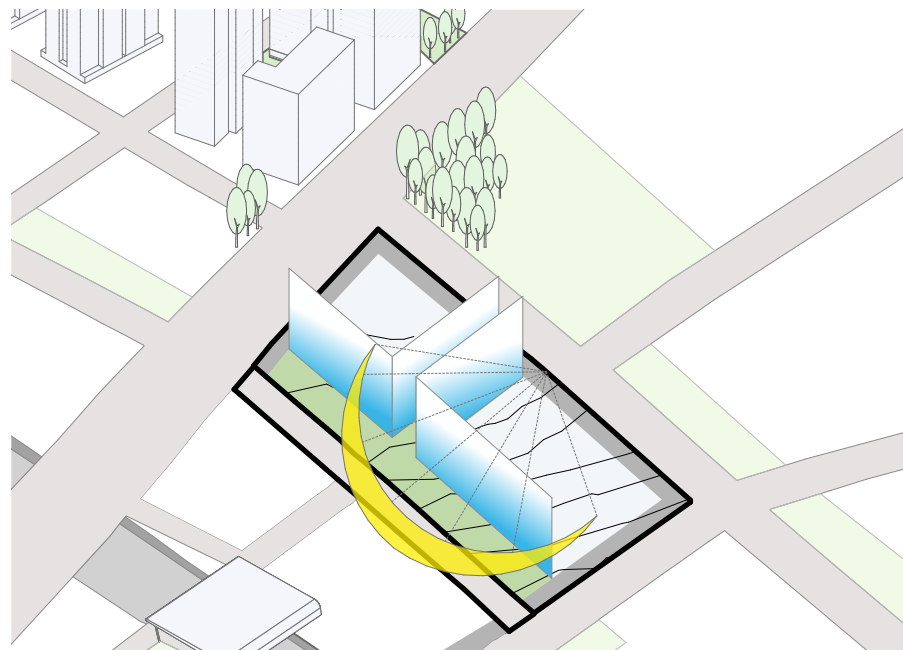
SITE ANALYSIS

External Circulation



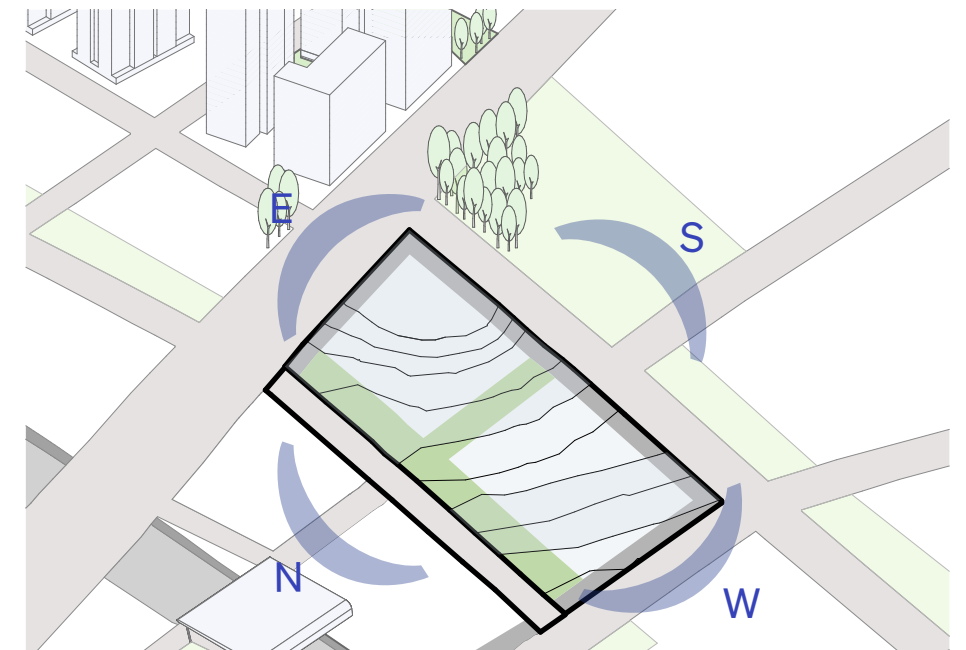
- Site supports the creation of a highly pedestrian-oriented town centre environment. Integration of landscaped pedestrian pathways encourages walkability and active transport.
- Opportunity to establish strong east-west and north-south pedestrian connectivity through the site. Proposed linear park can act as a key movement spine linking surrounding public spaces.
- Active ground floor interfaces can enhance safety, activation, and passive surveillance along circulation routes.
- Site layout supports clear wayfinding and intuitive pedestrian movement networks.

Plaza Frontage



- Opportunity to provide activated frontages addressing key public spaces and pedestrian corridors.
- North-facing plaza allows for improved solar access and enhanced public amenity.
- Activated edges can contribute to increased surveillance, safety, and urban vitality.
- Public plaza has the potential to become a key social and community node within the precinct.

District Views



- Site offers opportunities to capture expansive district and regional views.
- Elevated topography supports long-range outlooks toward the Blue Mountains, surrounding landscape and Parramatta CBD Area.
- Opportunity to respond to Country and the broader natural landscape context. Design can capitalise on view corridors to enhance residential amenity and building value.

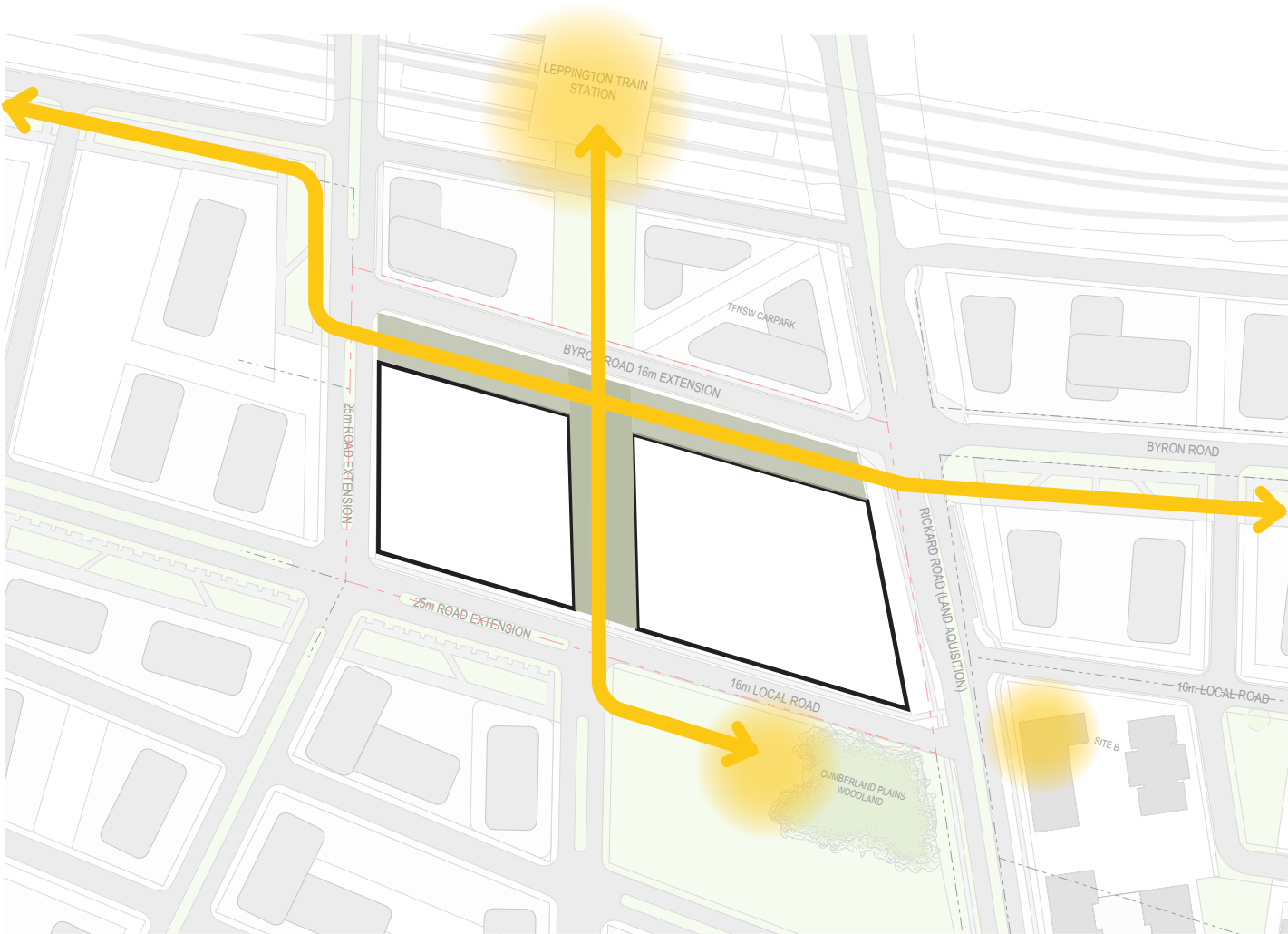


URBAN DESIGN RESPONSE

KEY MOVES

BASE ILP

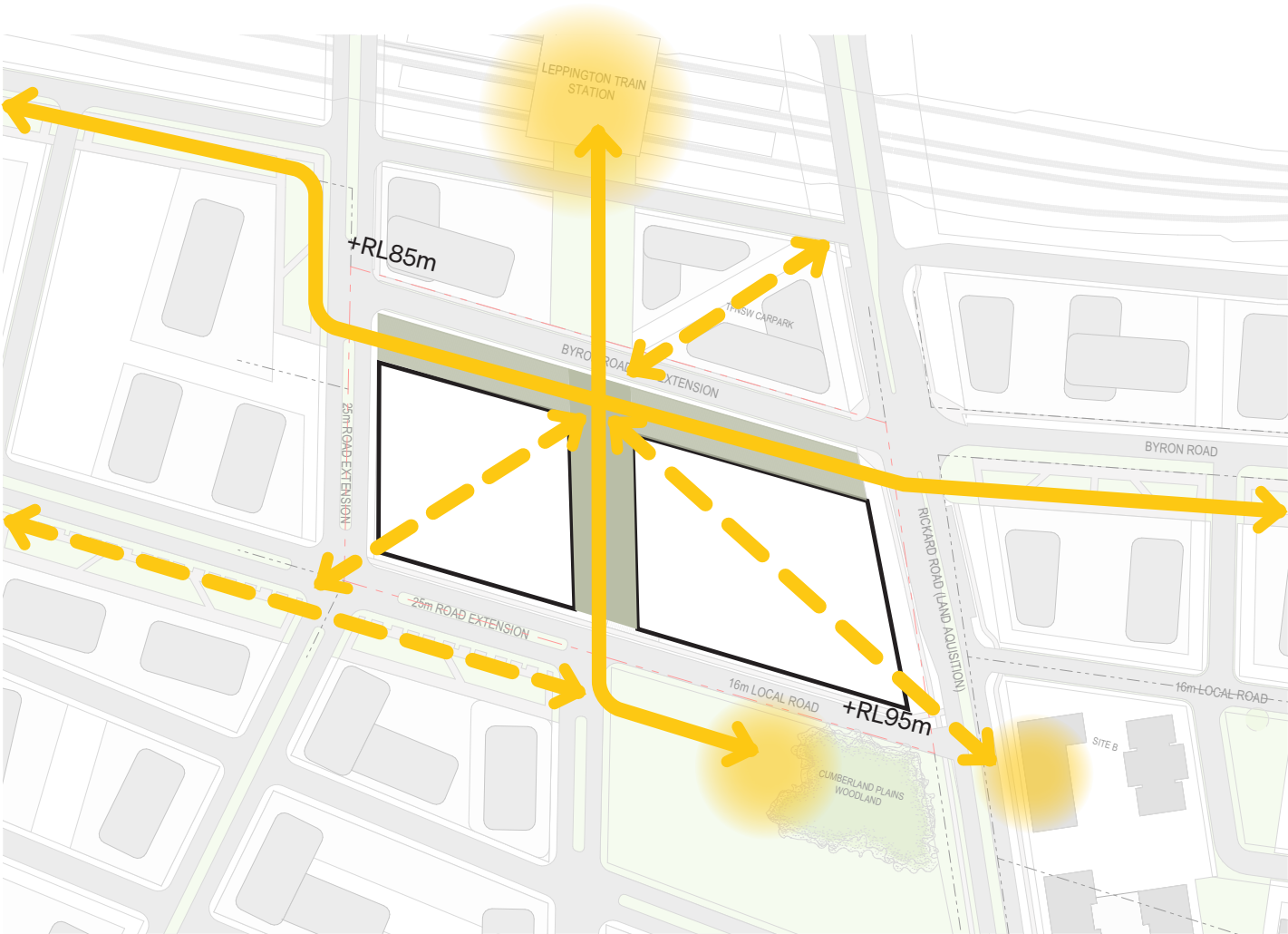
- 1. Promote movement from train station to new town centre hub
- 2. Ensure free movement along Byron Road
- 3. Deliver a vibrant town centre



↔ Key pedestrian movement
● Activity Hub

POROSITY

- 1. Inter-site connections and thoroughfares
- 2. Introducing pedestrian links to community hubs



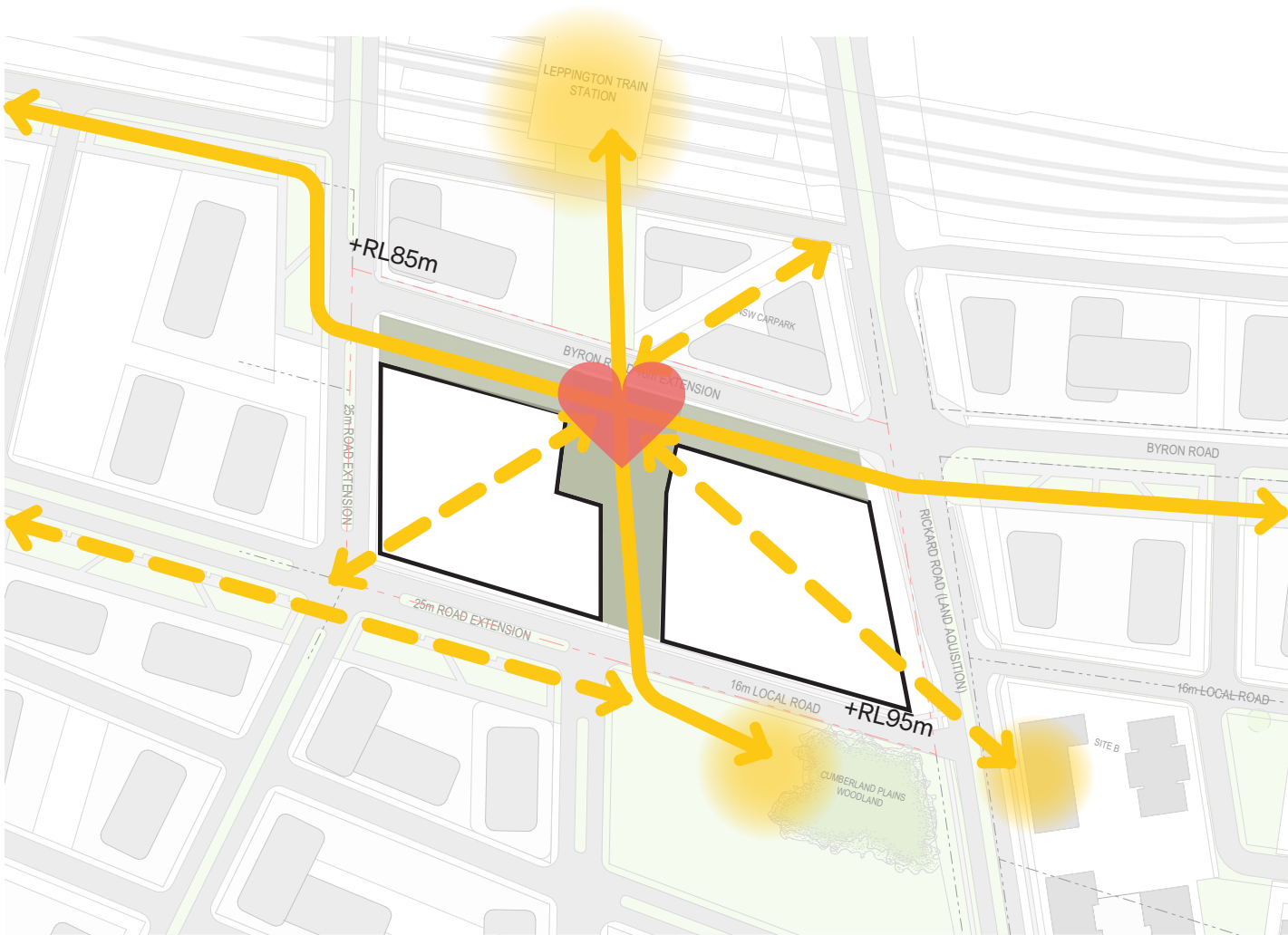
↔ Key pedestrian movement
⇄ Secondary pedestrian movement
● Activity Hub



KEY MOVES

PLAZA AND COMMUNITY HUB

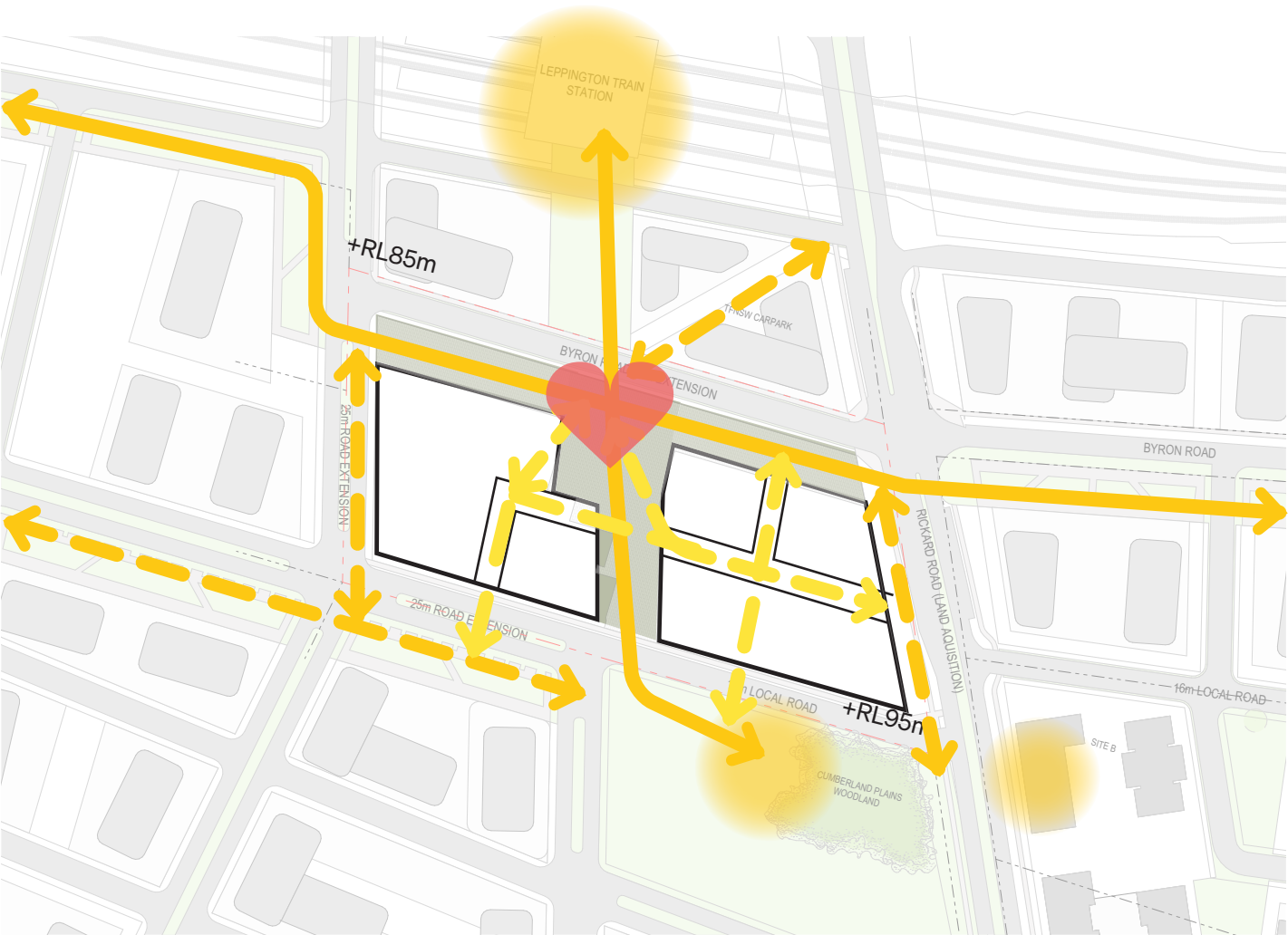
- 1. Opening public space to the north
- 2. North facing community gathering space and hub



- Key pedestrian movement
- Secondary pedestrian movement
- Activity Hub
- Community Heart

RATIONALISED MOVEMENT

- 1. Improve permeability and maximise active frontages
- 2. Create meaningful site links by utilising topography
- 3. Enable staging while delivering strong outcomes from day one



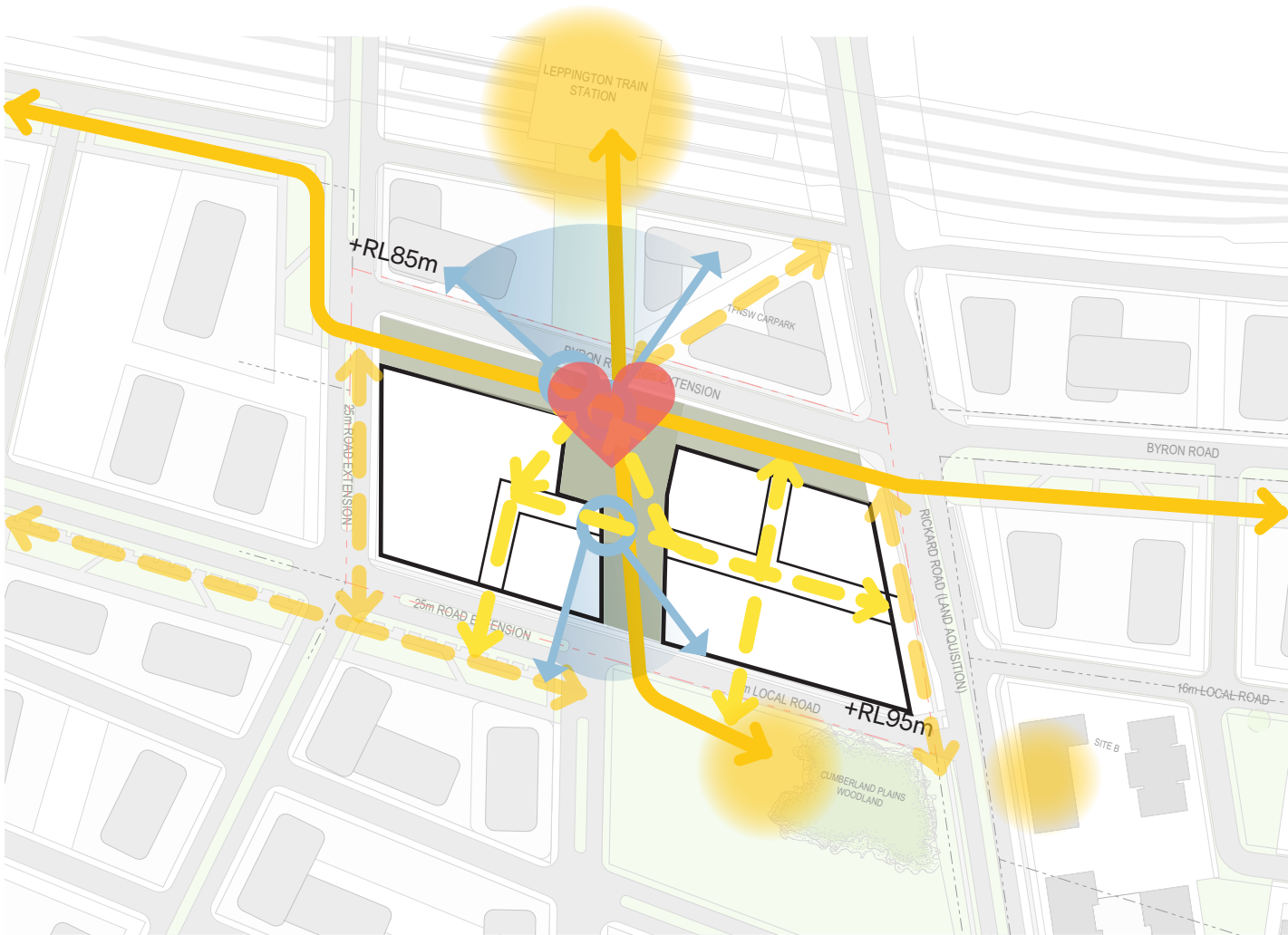
- Key pedestrian movement
- Secondary pedestrian movement
- Activity Hub
- Community Heart



KEY MOVES - PODIUM

KEY SITE VIEWS

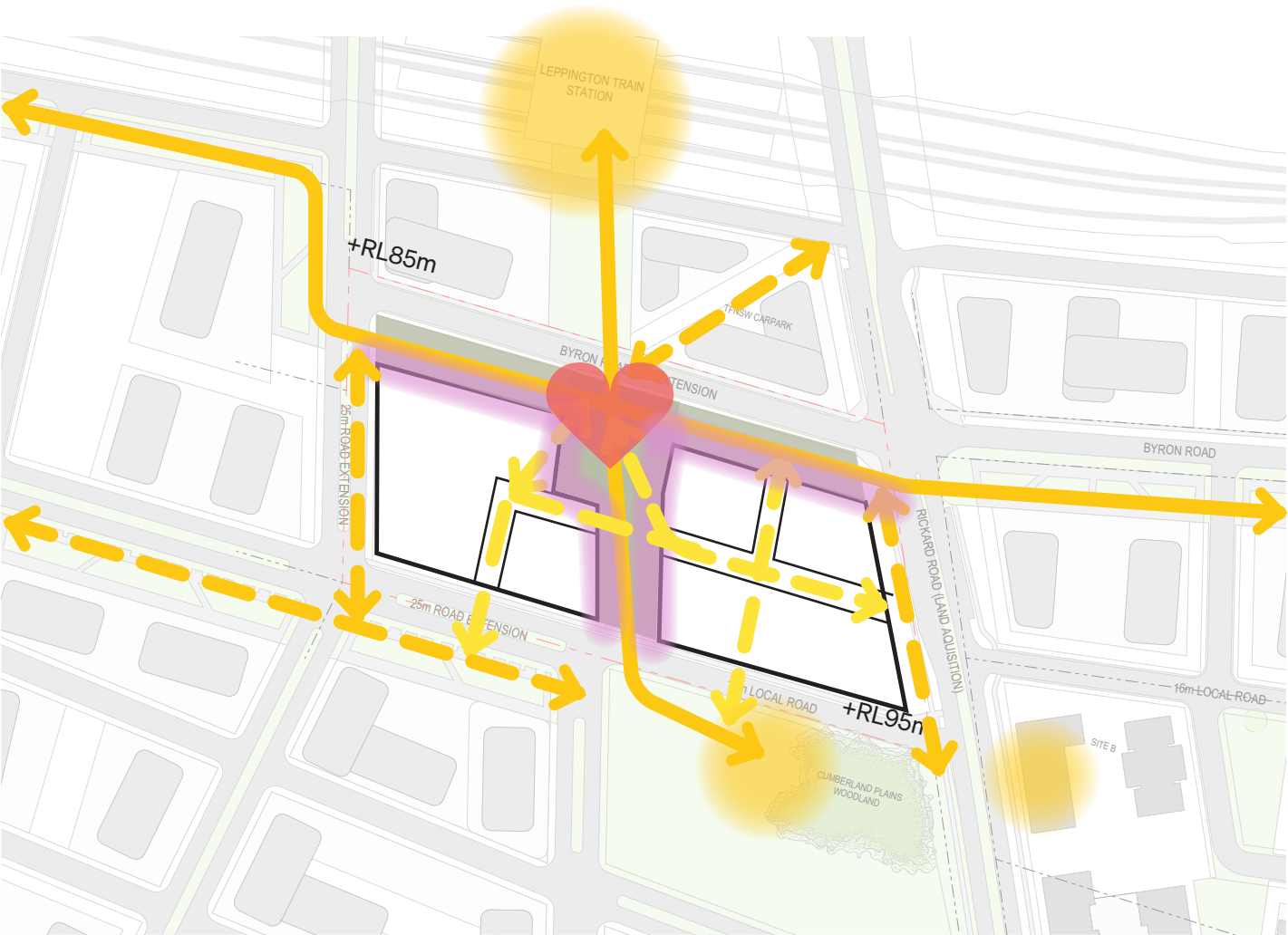
- 1. Visual through site North to Leppington train station
- 2. Views south to reserve



- Key pedestrian movement
- Secondary pedestrian movement
- Activity Hub
- Community Heart
- Visual Connectivity

PUBLIC SPACE SPILL OUT

- 1. Public realm opens to retail activated spaces
- 2. Invited pedestrian movement and dwelling opportunities
- 3. Entertainment and recreational spaces accessible for the community



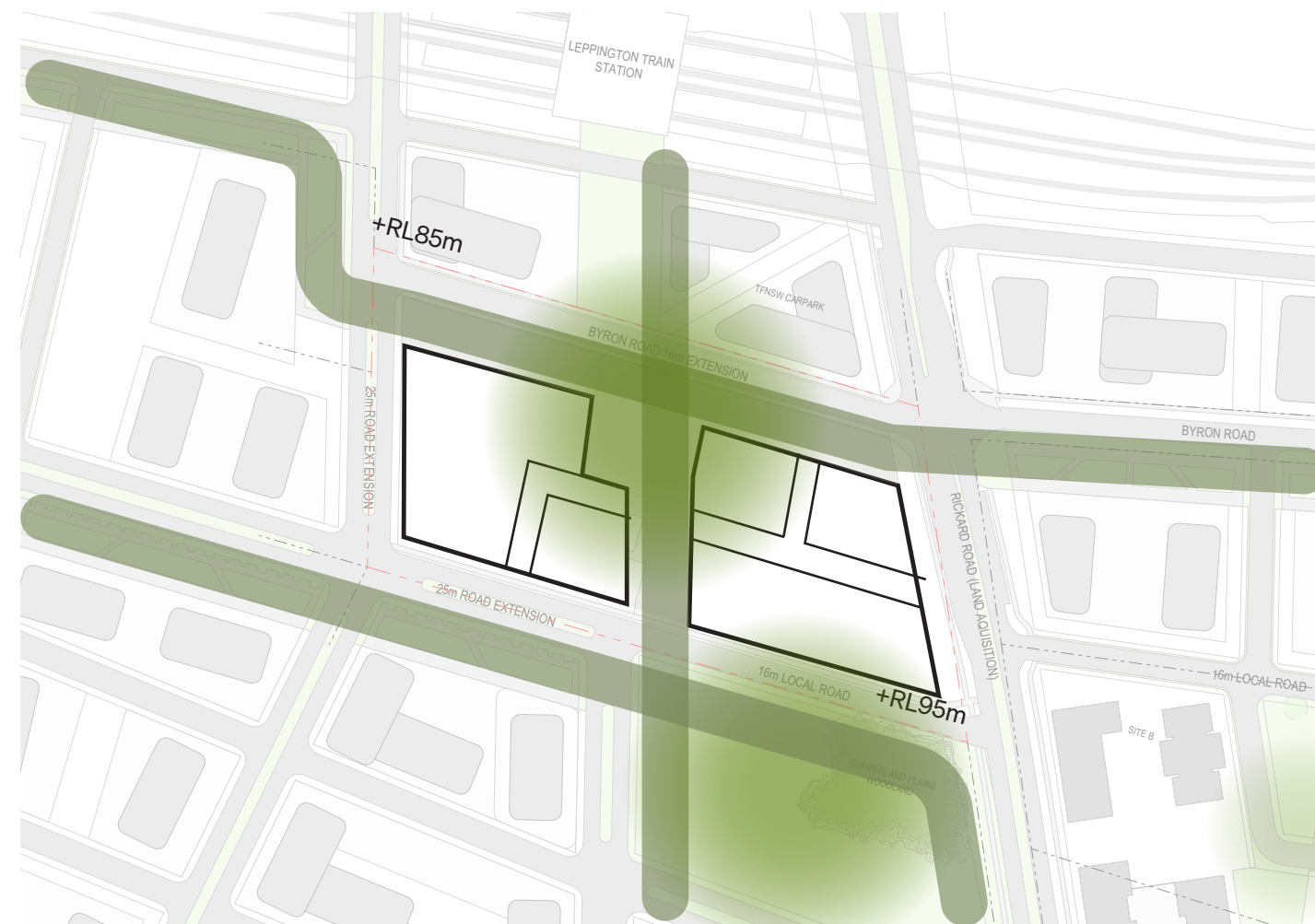
- Key pedestrian movement
- Secondary pedestrian movement
- Retail spillout space
- Activity Hub
- Community Heart



GROUND AND SKY CONNECTIONS

GREEN CONNECTIONS

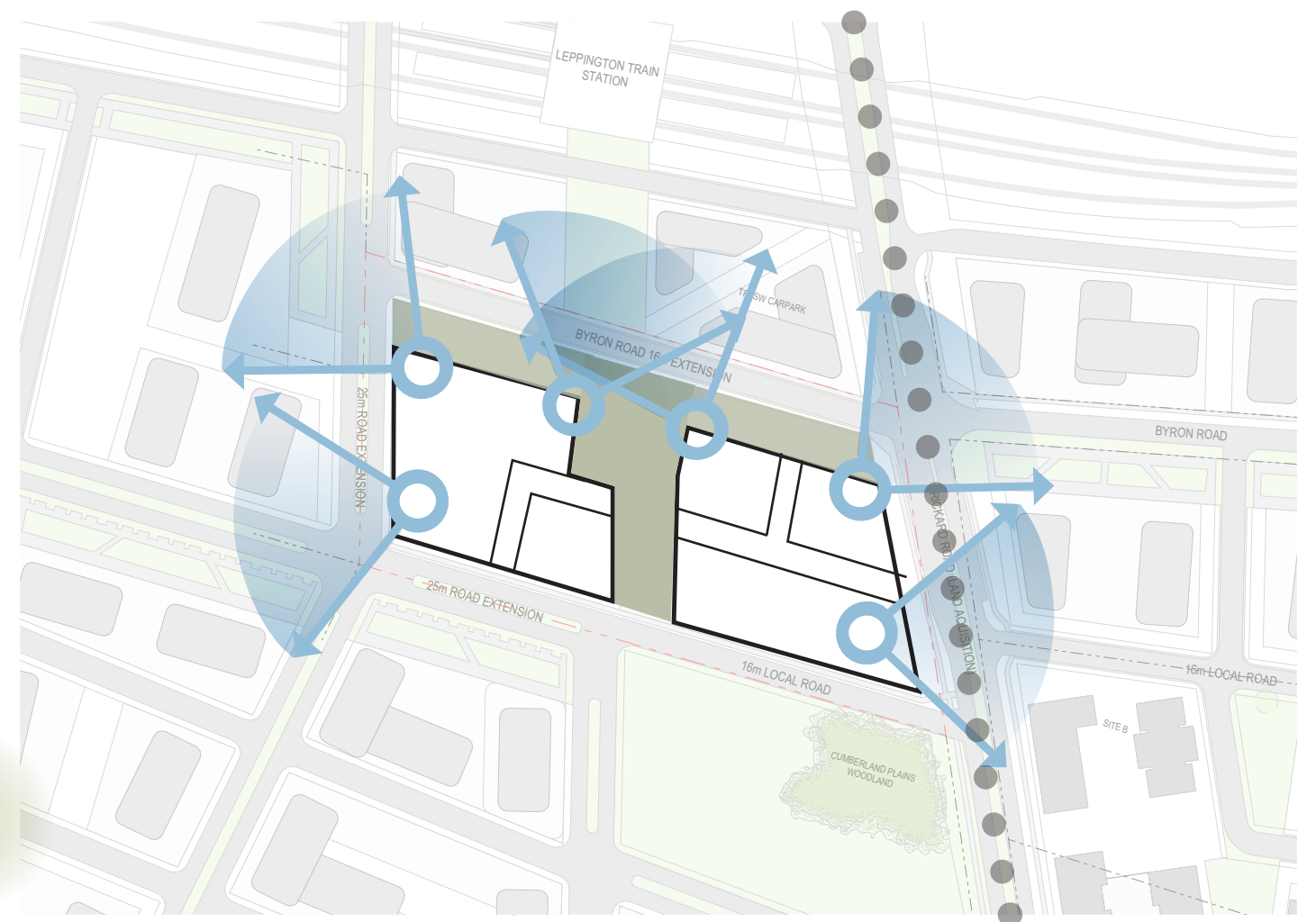
1. Public realm opens to retail activated spaces
2. Invited pedestrian movement and dwelling opportunities
3. Entertainment and recreational spaces accessible for the community



 Existing and Future Green Space

VIEWS AND CONNECTION TO COUNTRY

1. Connection to key Natural Landmarks
2. Create a sense of belonging
3. A family of buildings



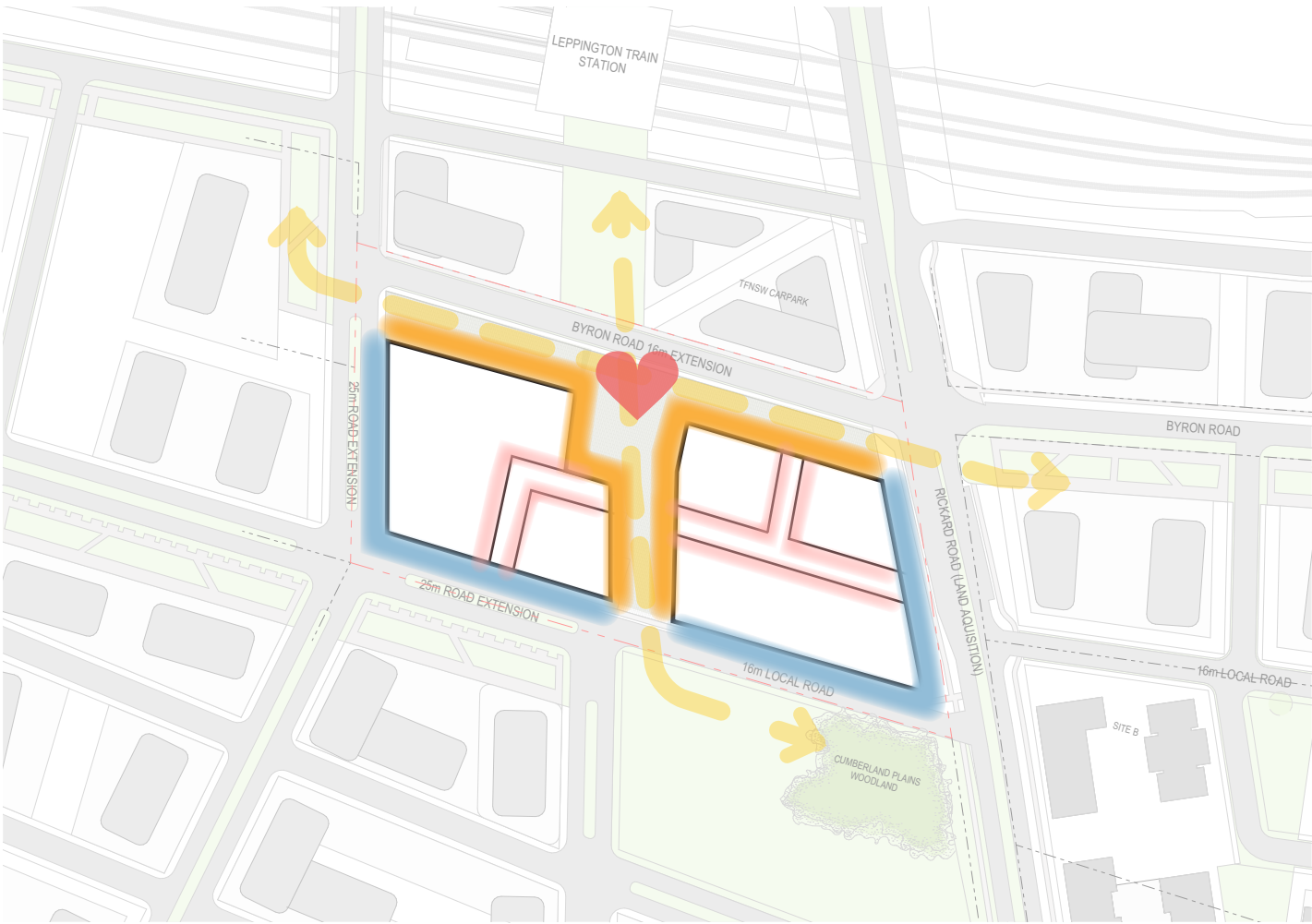
 Visual Connectivity
 Ridgeline



LAYOUT AND ARRANGEMENT

EDGE INTERFACE

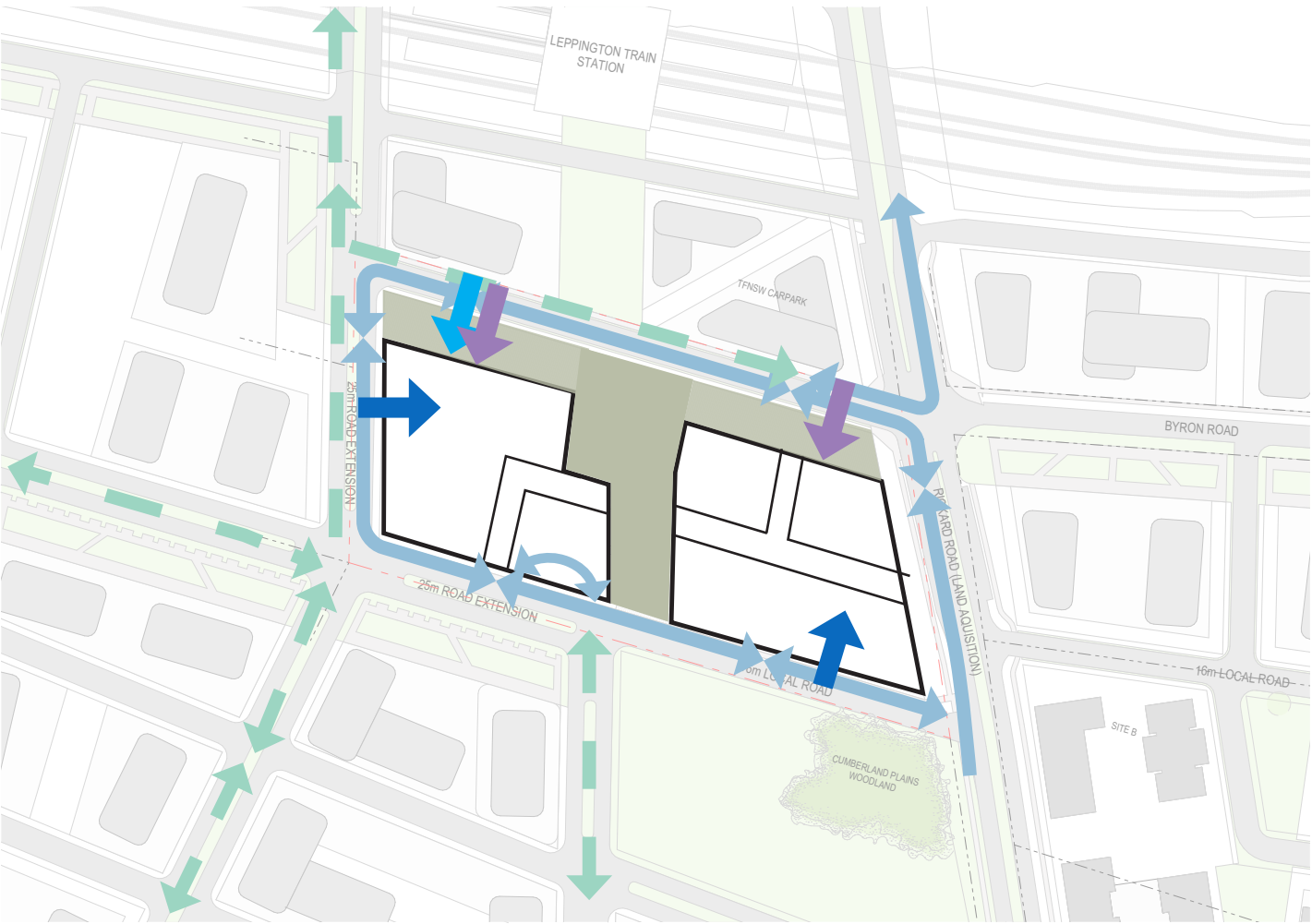
- 1. Interfaces and experience varies depending on environment
- 2. Varied experiences through the public realm



- Plaza Interface
- Retail Interface
- Street Interface
- Major Pedestrian Traffic Flow

VEHICULAR CIRCULATION AND ACCESS POINTS

- 1. Interim vehicular circulation around the perimeter of the site
- 2. Primary access of Rickard road
- 3. Vehicular entries to the south and west



- Vehicular Circulation
- Residential Access Points
- Retail Access Points
- Future Vehicle Circulation
- Loading Access



YIELD SUMMARY

SITE AREA SURVEYED	32,420 m²
DEVELOPABLE AREA	27,835 m²
TOTAL RESIDENTIAL UNITS	1,493
TOWERS	8
MAXIMUM HEIGHT	36 STORIES
TOTAL GFA	188,084 m2
RESIDENTIAL GFA	147,621 m2
HOTEL	9,208 m 2
RETAIL GFA	31,255 m2
FSR	5.8:1

DISCLAIMER
These areas are indicative only and remain subject to Council approval and all other requisite authority reviews. Areas are not to be used for marketing purposes.

This scheme has been prepared generally within the bounds of the current site dimensions; however, it is subject to detailed discussion with Council and may change once further advice is received.

The design has been prepared without structural or services engineering input and is therefore subject to refinement once consultant advice is provided.

The information contained herein is believed to be correct at the time of preparation based on information available. Recipients must undertake their own investigations to satisfy themselves in all respects.

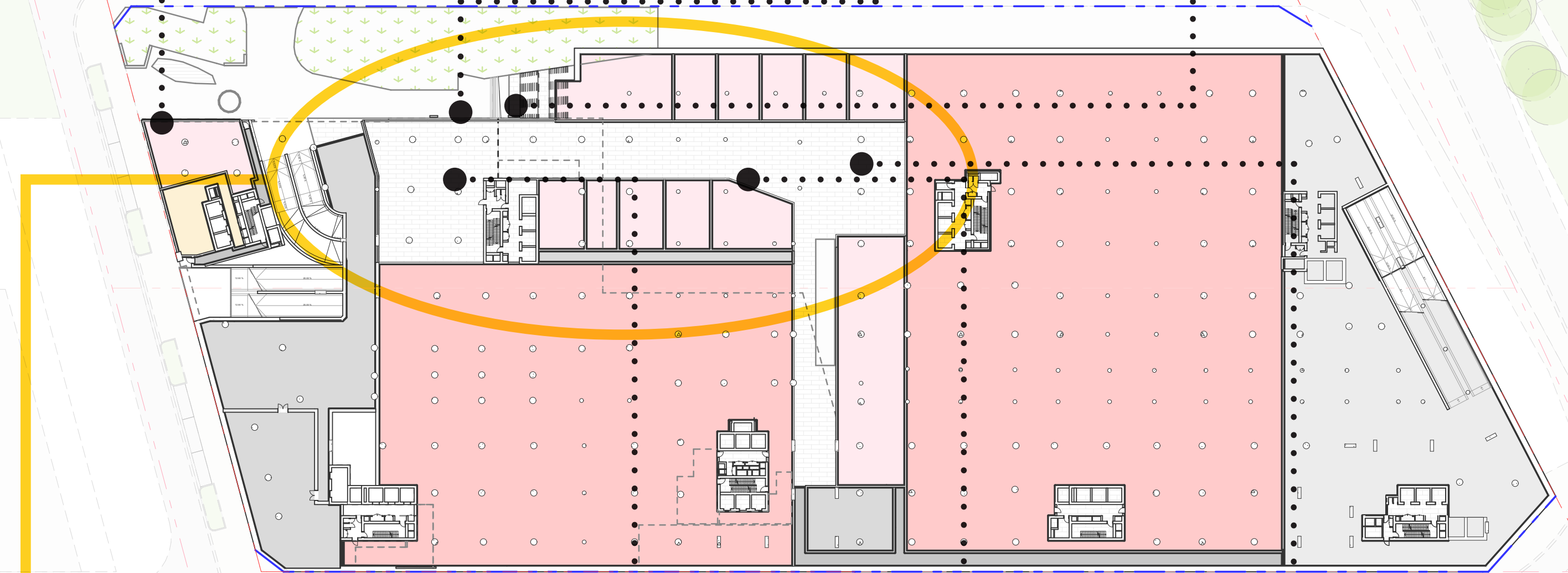
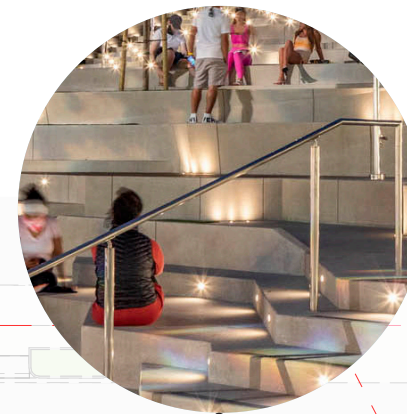
The design and accompanying documentation remain the intellectual property of DKO Architecture (NSW) Pty Ltd.

- Building 1 = 144 units
- Building 2 = 210 units
- Building 3 = 217 units
- Building 4 = 168 units + 156 keys
- Building 5 = 204units
- Building 6 = 138 units
- Building 7 = 238 units
- Building 8 = 174 units



EXPERIENCE AND LIFESTYLE

LOWER GROUND PLAN



ELEVATED EVERYDAY

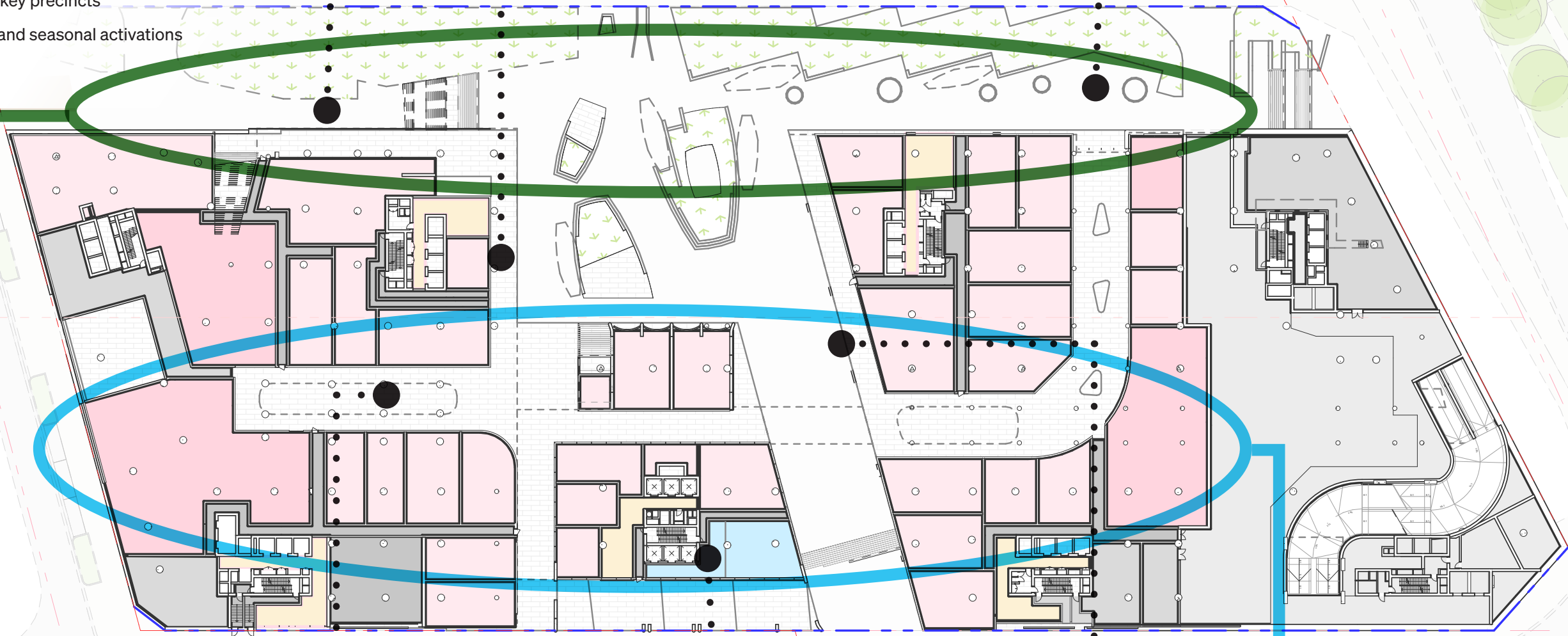
- Daily needs anchored by supermarket and DDS
- Ethnic grocer, Large Format Liquor attractions
- Grab-and-go food and coffee offers
- Easy access for quick visits and errands
- High-frequency retail supporting repeat trade
- Seamless integration with parking and transit arrival points



GROUND PLAN

LINEAR PARK PROMENADE

- Signature project identifier
- Cafés and casual dining spilling into public realm
- Shaded seating, trees and generous pedestrian zones
- Strong day-to-night social energy
- Walkable link connecting key precincts
- Ideal setting for pop-ups and seasonal activations



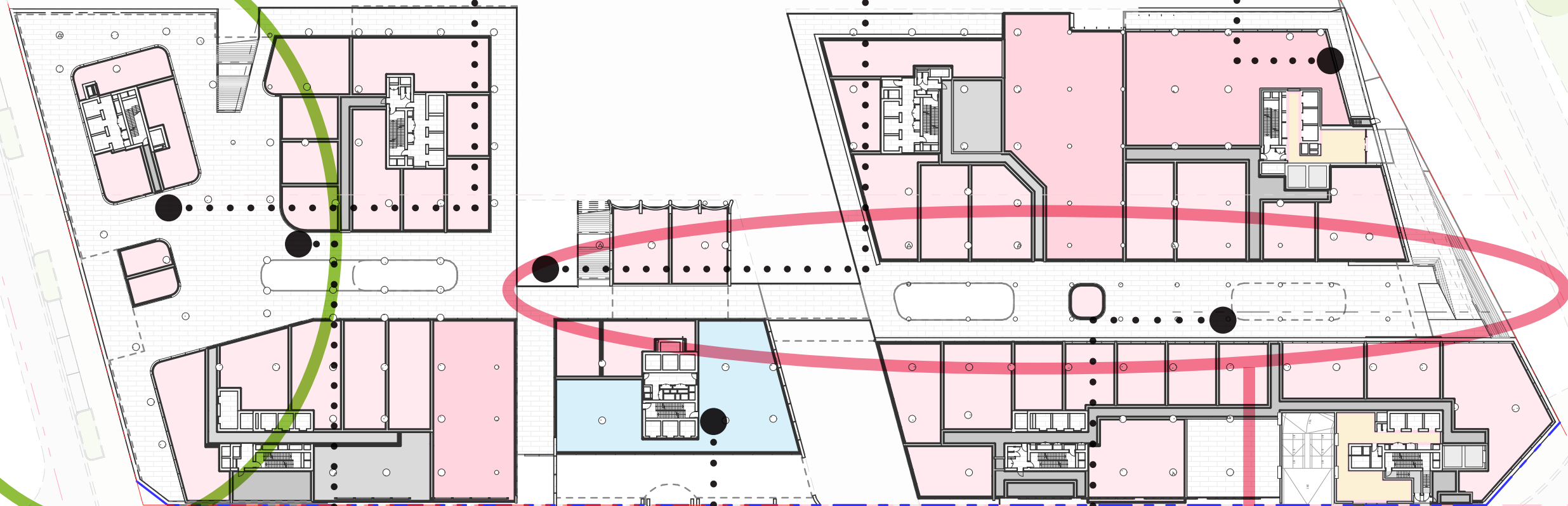
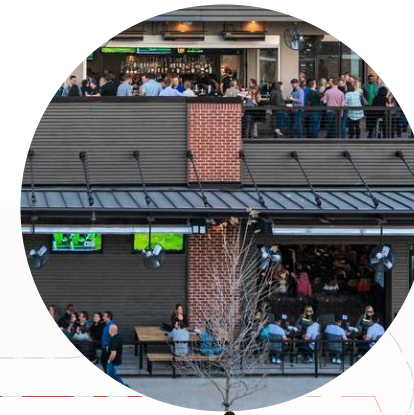
LIFESTYLE & SERVICE LANES

- Fine-grain laneway settings
- Beauty, wellness and personal services
- Medical, allied health and everyday convenience
- Flexible tenancy sizing
- Discovery-driven retail experience with character
- Frequent visitation driven by service needs

UPPER GROUND PLAN

THE DINING TERRACE

- Signature food and beverage destination
- Family dining, casual eateries and specialty cuisine
- Alfresco terraces with district views
- Evening activation extending trade hours
- Opportunities for events and live entertainment
- Strong social destination for locals and visitors



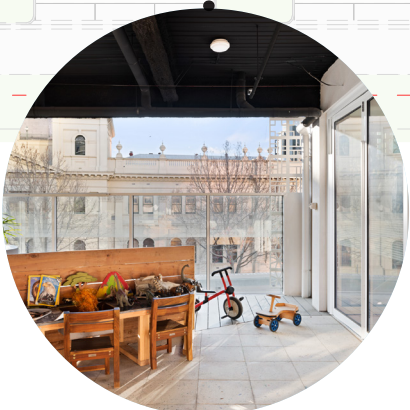
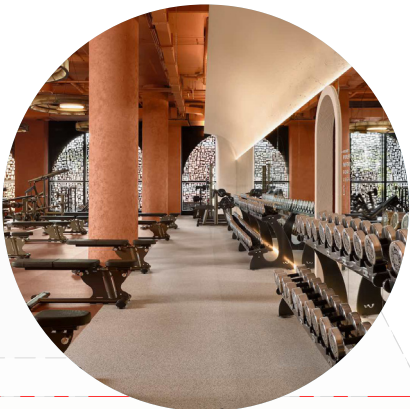
LEPPINGTON GALLERY

- Civic heart celebrating local identity and culture
- Space for makers, artisans and curated retail
- Community exhibitions and creative programming
- Seasonal markets and festivals
- Flexible venue for local gatherings and launches
- Creates a memorable sense of place

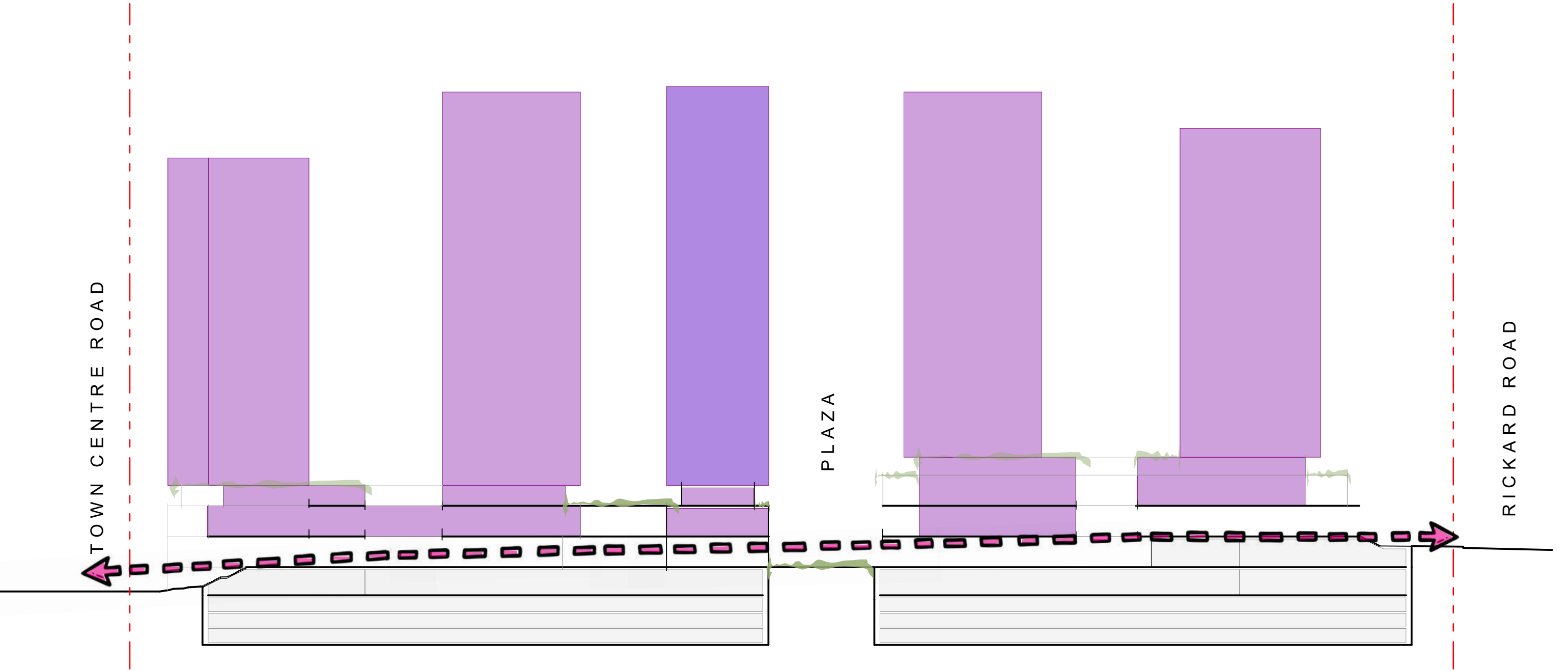
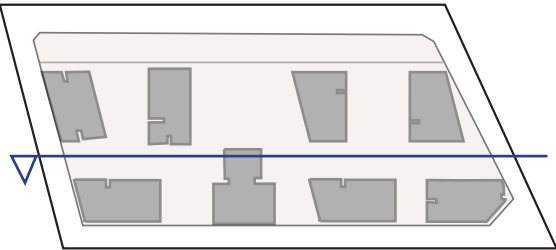
LEVEL 01 PLAN

LIFE & LEISURE LOFT

- Fitness, recreation and wellness operators
- Entertainment and family leisure uses
- Childcare Hub
- Learning, studio or co-working opportunities
- Destination uses drawing repeat visitation
- Supports trade beyond traditional retail hours

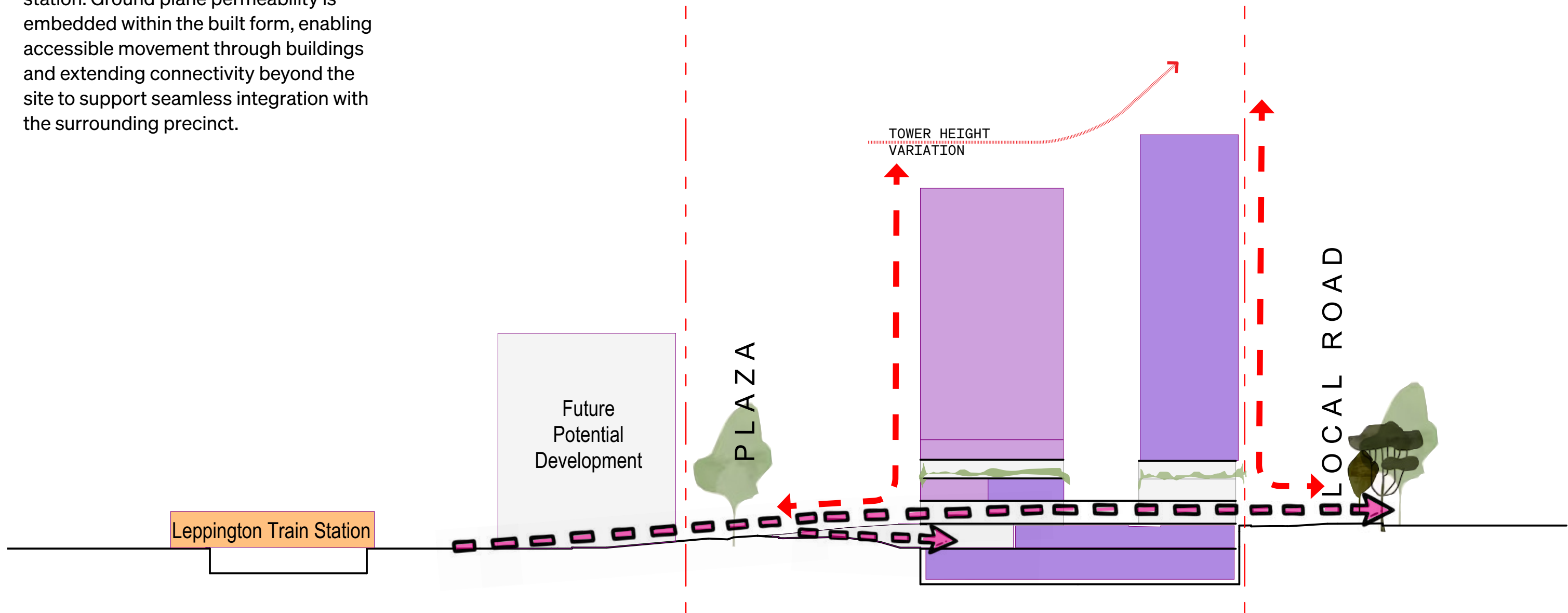
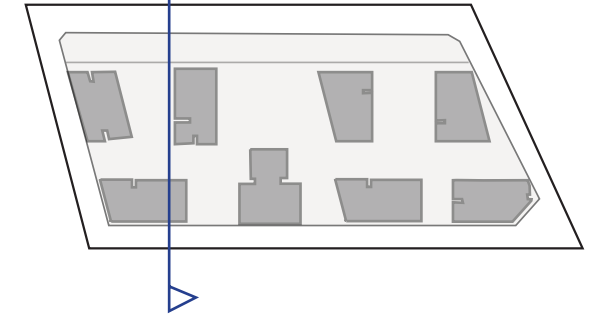


PEDESTRIAN MOVEMENT



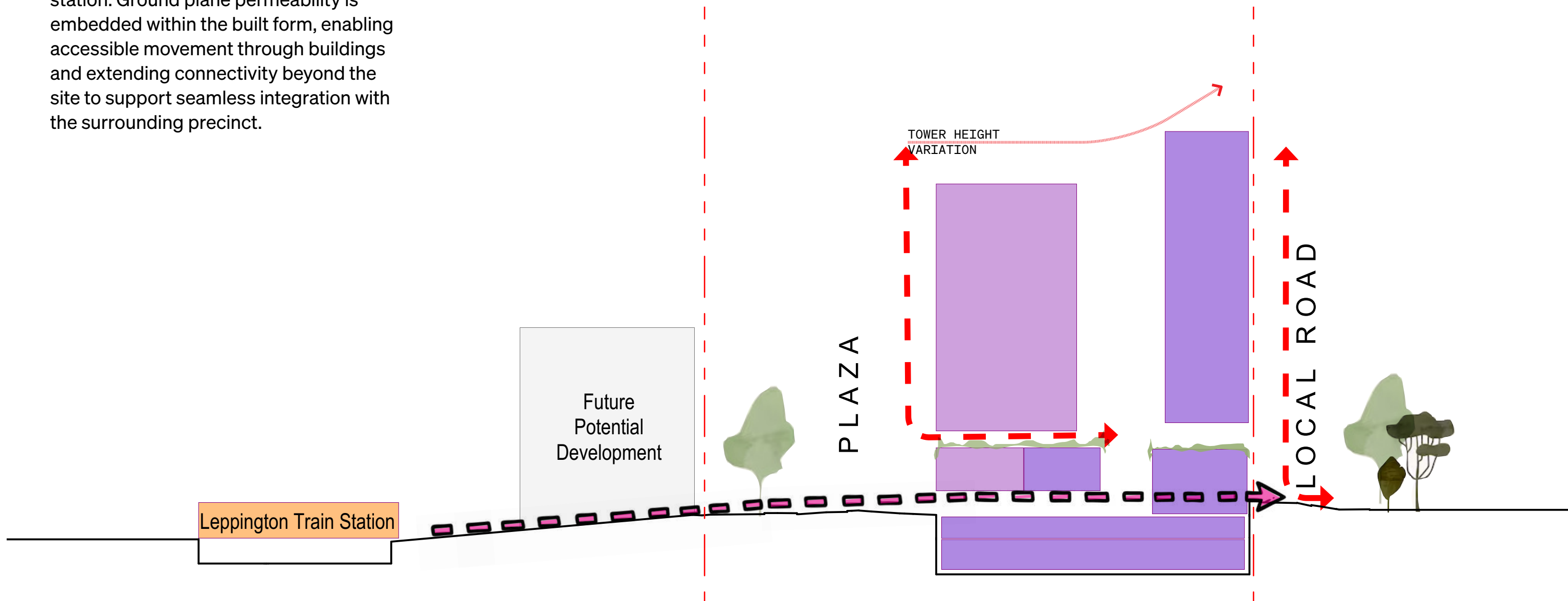
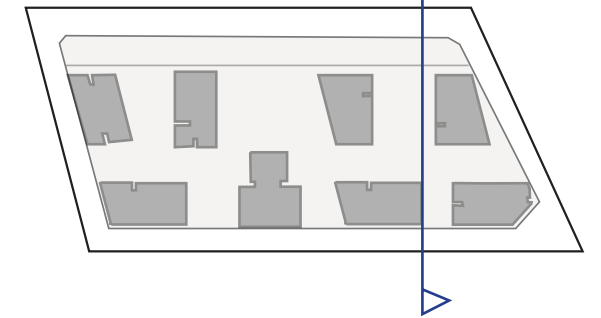
PEDESTRIAN MOVEMENT

Pedestrian movement is prioritised through a clear and connected network linking the public plaza with the train station. Ground plane permeability is embedded within the built form, enabling accessible movement through buildings and extending connectivity beyond the site to support seamless integration with the surrounding precinct.



PEDESTRIAN MOVEMENT

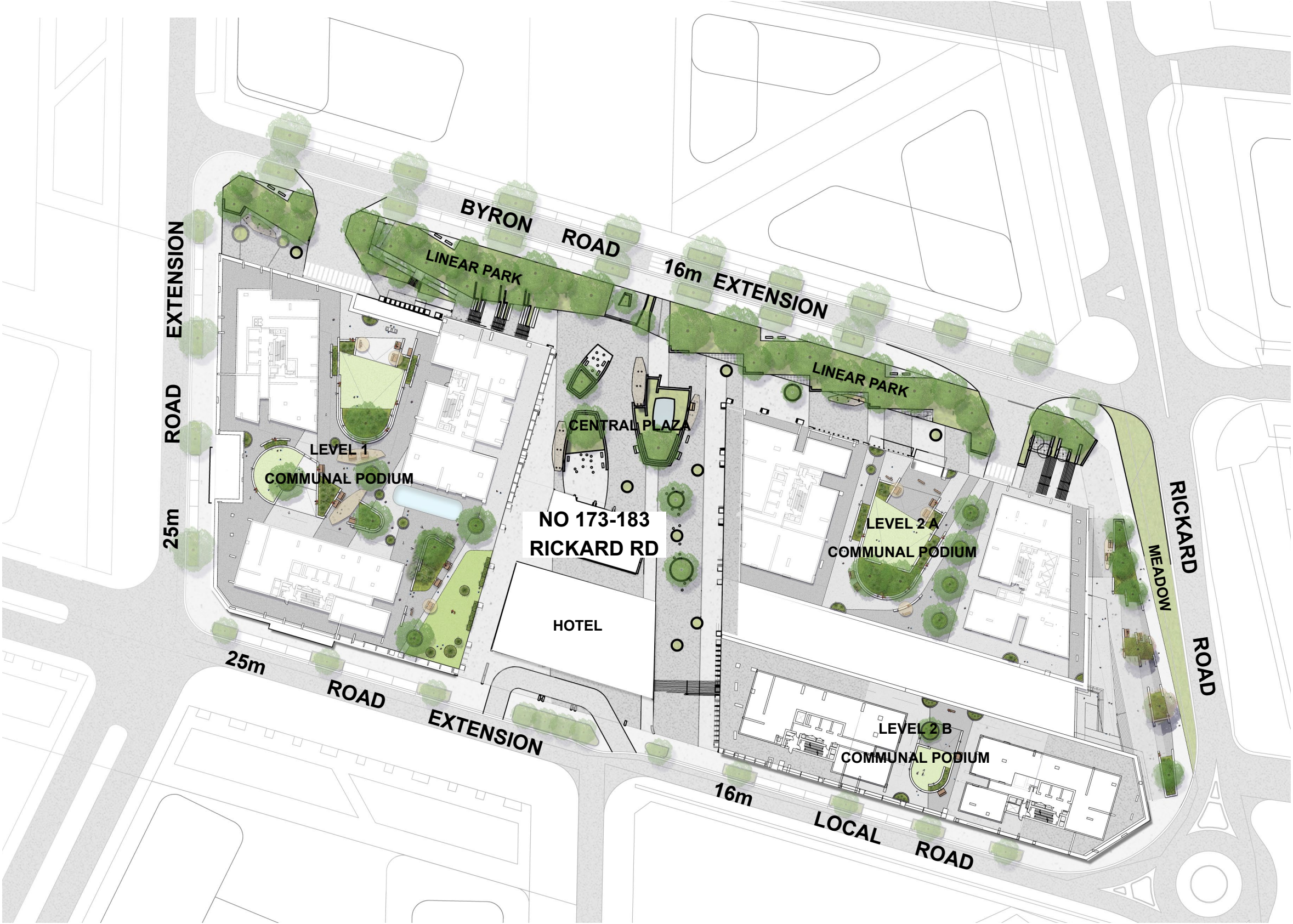
Pedestrian movement is prioritised through a clear and connected network linking the public plaza with the train station. Ground plane permeability is embedded within the built form, enabling accessible movement through buildings and extending connectivity beyond the site to support seamless integration with the surrounding precinct.



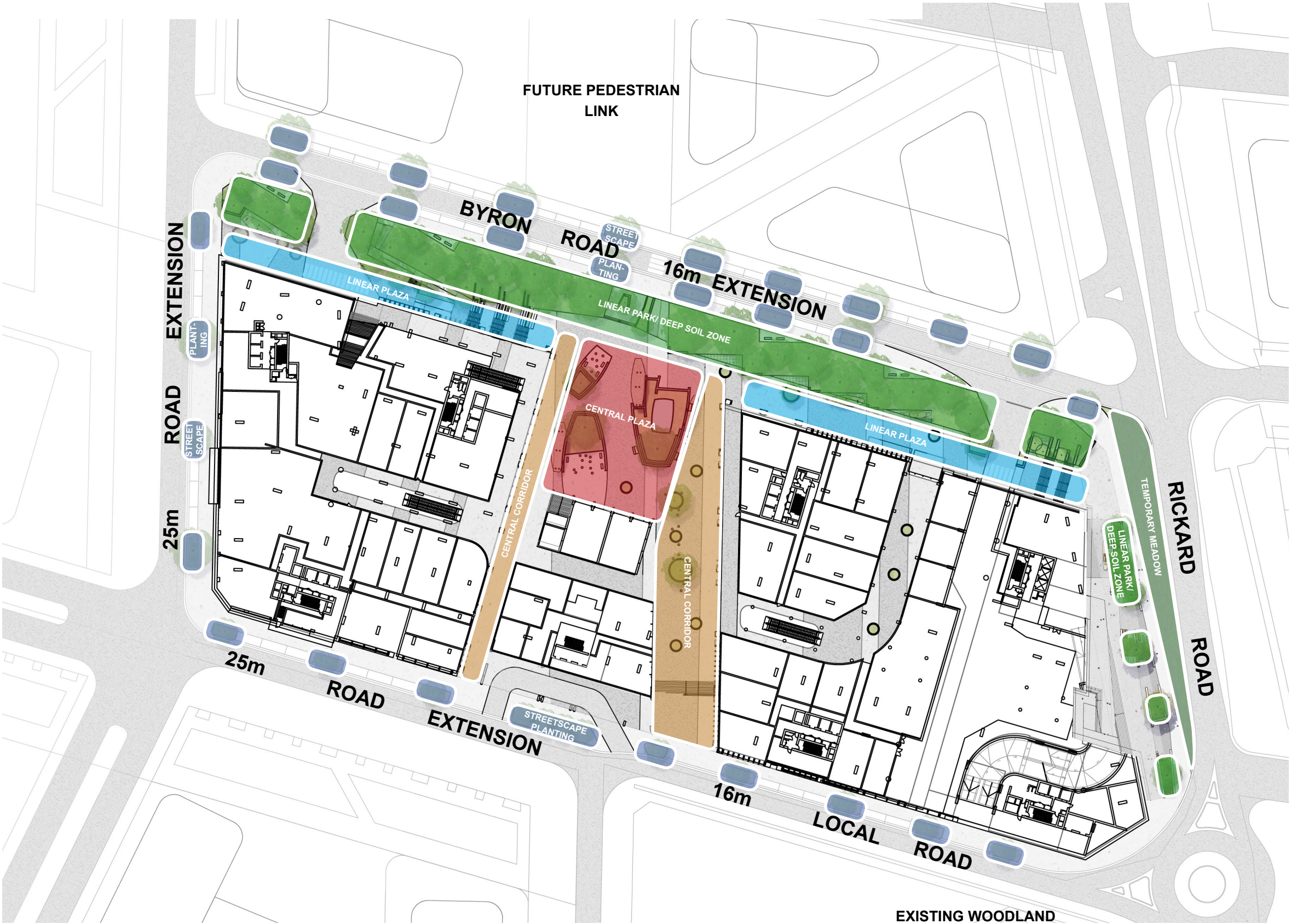
LANDSCAPE MASTERPLAN

LEGEND

- Site boundary
- Proposed trees. Refer to planting schedule.



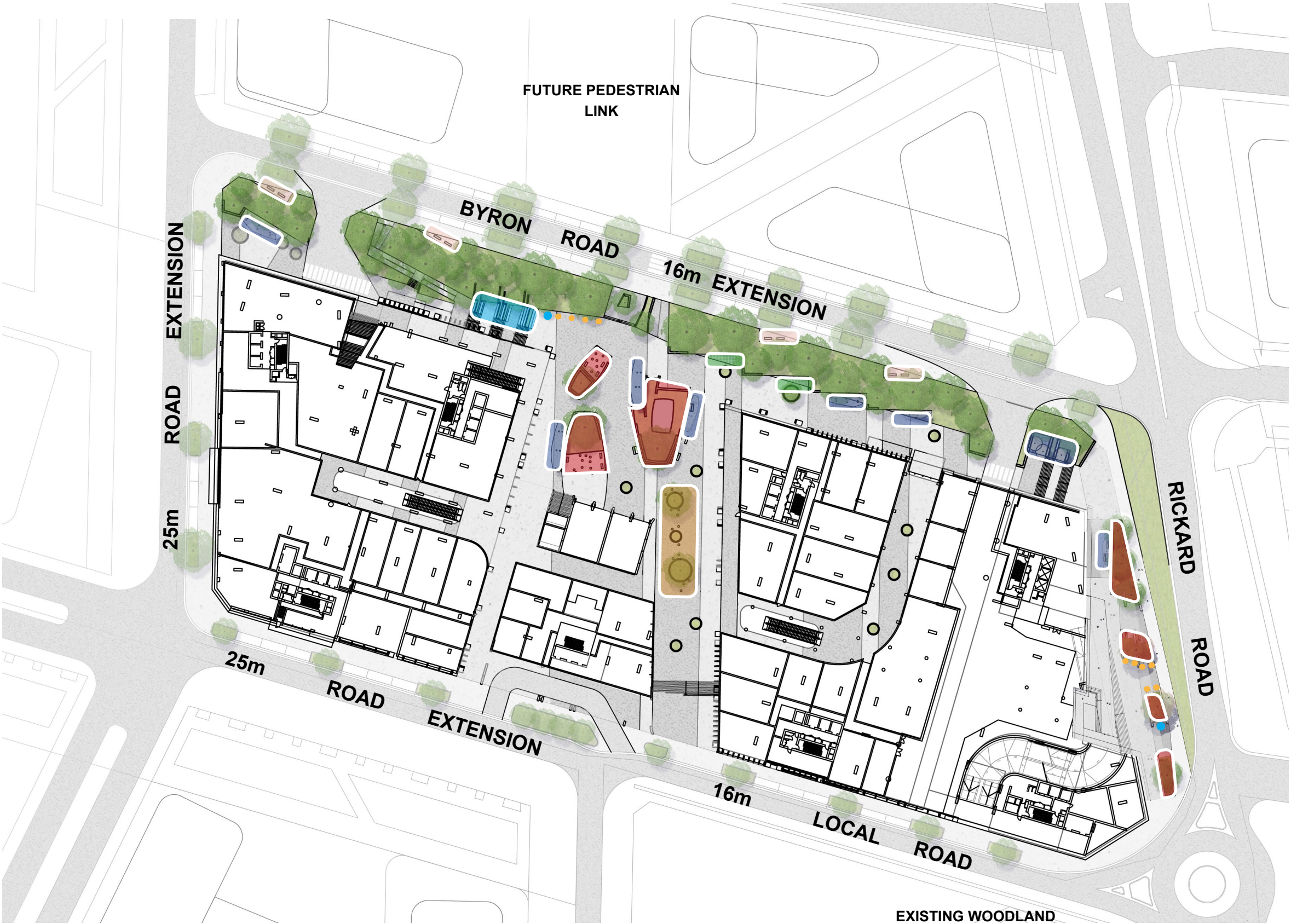
LANDSCAPE PLAN - PUBLIC SPACE



LEGEND

- Site boundary
- Deep Soil Planting
- Linear Plaza
- Site Through Linkages
- Streetscape Planting
- Central Plaza
- Rickard Road Widening Temporary Meadow Planting

LANDSCAPE PLAN - PROGRAM



LEGEND

- Site boundary
- Woodland Viewing Decks
- Byron Road Rest Areas
- Movable Seating
- Shade Structures
- Fixed Seating
- Bleacher Seating
- Drinking Fountain
- Bicycle Parking



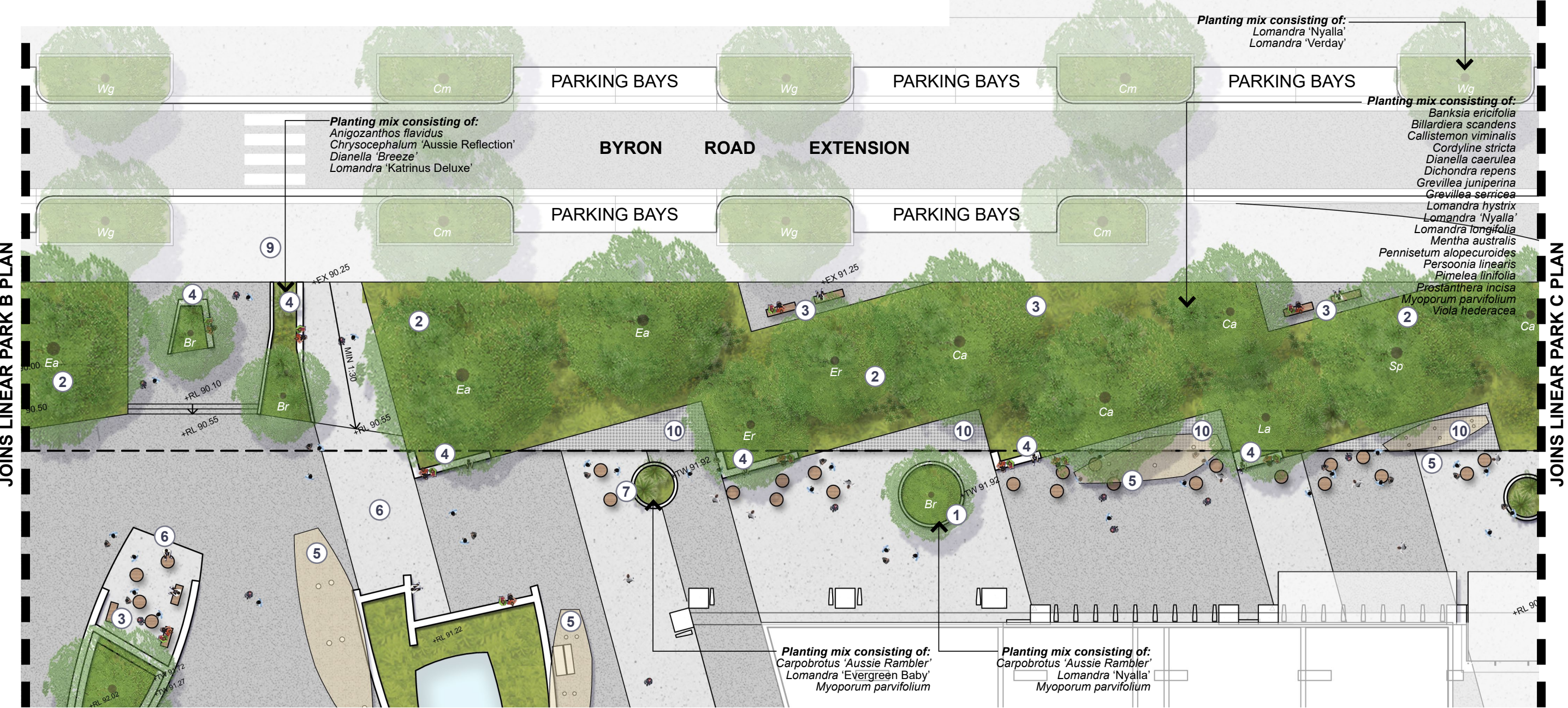
 Site boundary
 Basement line
 Mounding to planting beds
+98.000 Proposed levels
EX = Existing level
TW = Top of wall
 Proposed trees. Refer to planting schedule.

- 1 Raised planter with feature planting to create sanctuary to seating & recreation areas
- 2 Deep soil planting area with native canopy trees layered planting of shrubs, grasses and groundcovers.
- 3 Bench seating providing rest & gathering opportunities
- 4 Concrete seating wall providing

- ⑤ Feature pergola for additional shaded seating opportunities
- ⑥ Feature paving banding to accentuate entrances & seating areas. Opportunity to incorporate place markings to be coordinated with Indigenous consultant.
- ⑦ DDA accessible ramp providing access from street to lower ground retail

- 8 Bleacher style seating off stair case. Planting to flow through bleachers intermittently to create visual interest and soften the hardscape.
- 9 Bicycle parking hoops
- 10 Council concrete footpath

GROUND FLOOR LINEAR PARK



KEY PLAN



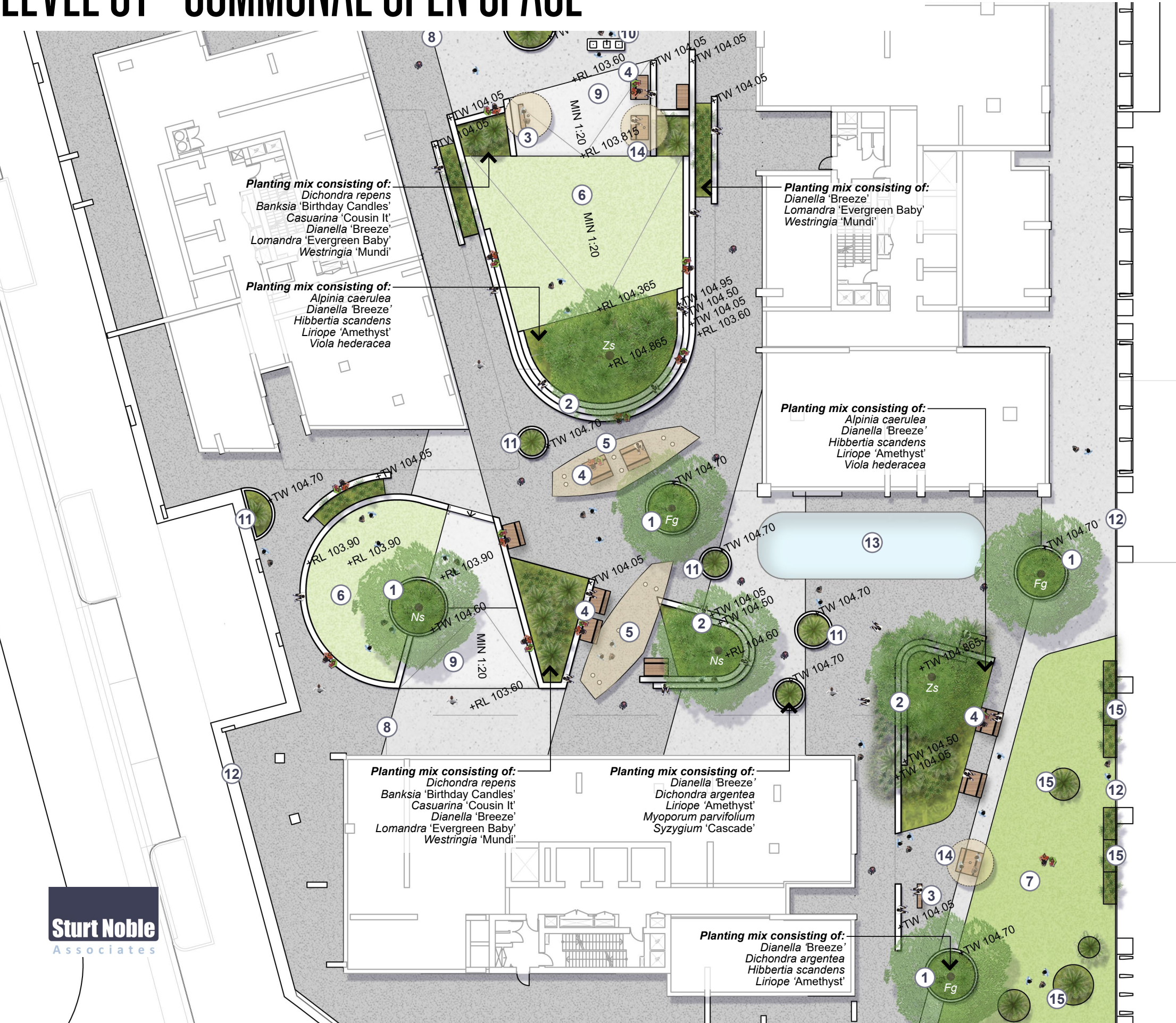
LEGEND

- Site boundary
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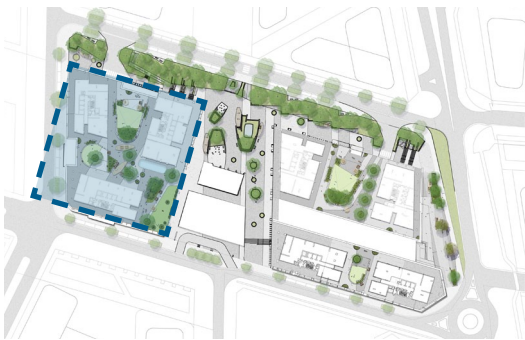
- 1 Raised planter with feature canopy tree providing natural shade to seating spaces
- 2 Deep soil planting area with native canopy trees & mixed shrubs.
- 3 Bench seating providing rest & gathering opportunities
- 4 Concrete seating wall providing
- 6 Feature paving banding to accentuate entrances & seating areas. Opportunity to incorporate place markings to be coordinated with Indigenous consultant.
- 7 Additional raised planter with feature planting to create sanctuary to seating & recreation areas
- 9 Council concrete footpath

- 10 Floating permeable deck to provide material contrast and act as a viewing platform into the layered deep soil planting area

LEVEL 01 - COMMUNAL OPEN SPACE



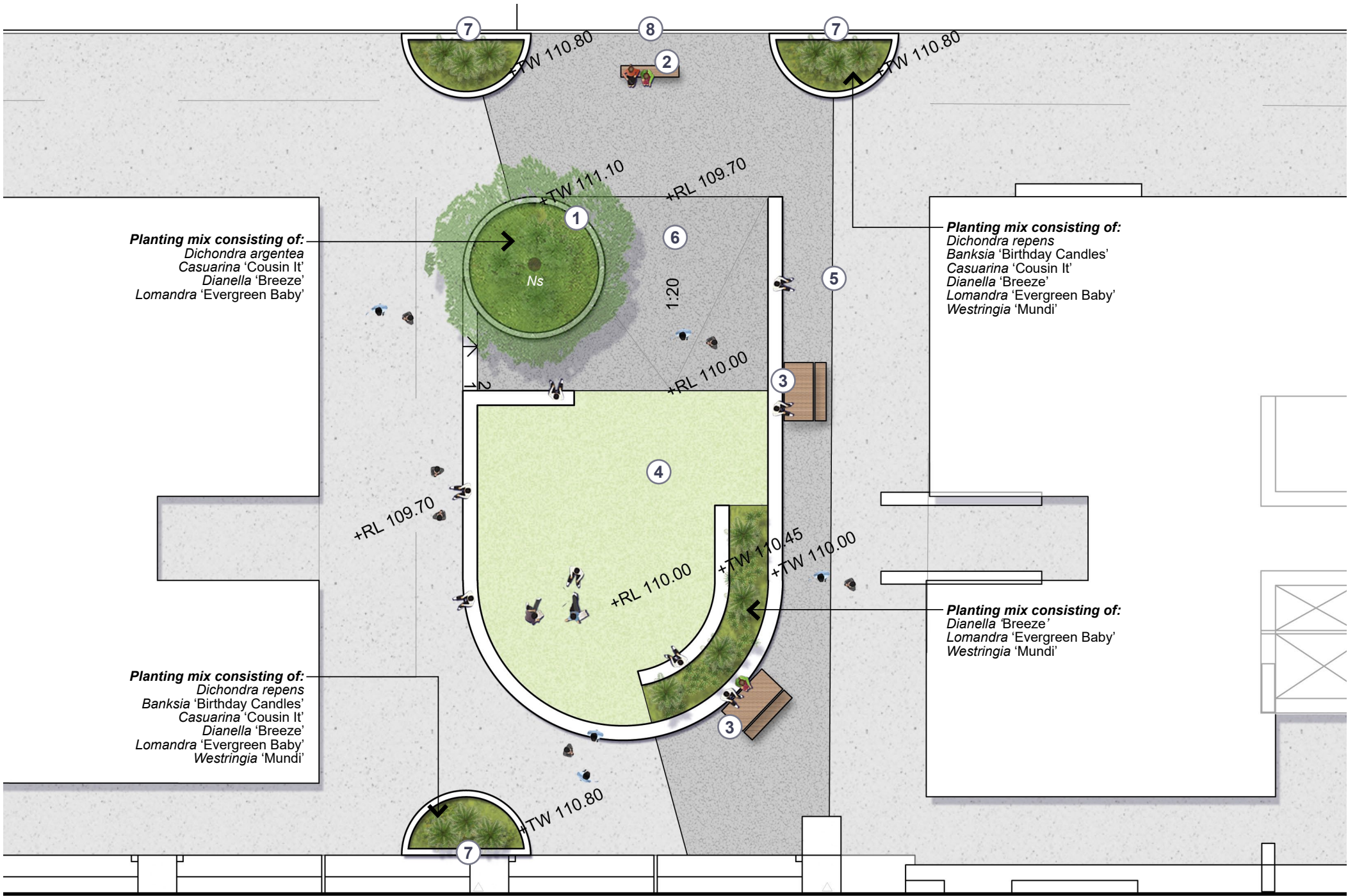
KEY PLAN



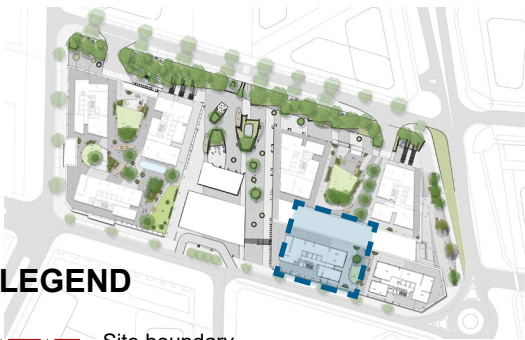
LEGEND

- Site boundary
- Mounding to planting beds
- +98.000 Proposed levels
EX = Existing level
TW = Top of wall
- Proposed trees. Refer to planting schedule.
- 1 Raised planter with feature canopy tree providing natural shade to seating spaces
- 2 Stepped seating wall with canopy tree for large gathering opportunities
- 3 Bench seating providing rest & gathering opportunities
- 4 Table setting for larger group gathering
- 5 Feature pergola for additional shaded seating opportunities
- 6 Natural turf area with seating edge for open recreation & gathering
- 7 Synthetic turf area for passive recreation
- 8 Feature paving banding to accentuate entrances & seating areas. Opportunity to incorporate place markings to be coordinated with Indigenous consultant.
- 9 DDA accessible ramp providing access to raised turf areas
- 10 BBQ
- 11 Additional raised planter with feature planting to create sanctuary to seating & recreation areas
- 12 Palisade to allow for views & outlook to surrounding context
- 13 Skylight to retail area below to Architect's details
- 14 Pergola to provide shade to picnic tables
- 15 Pots and trough planters to provide additional amenity

LEVEL 2 - COMMUNAL OPEN SPACE

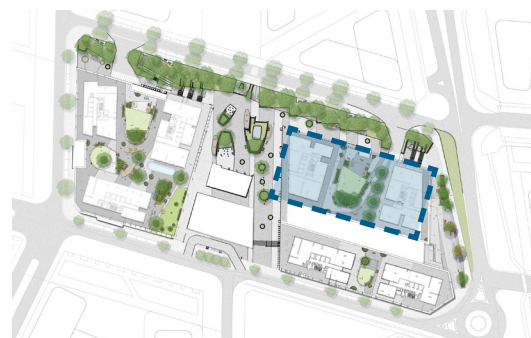


KEY PLAN



LEGEND

- Site boundary
- Basement line
- Mounding to planting beds
- +98.000 Proposed levels
EX = Existing level
TW = Top of wall
- Proposed trees. Refer to planting schedule.
- 1 Raised planter with feature canopy tree providing natural shade to seating spaces
- 2 Bench seating under providing rest & gathering opportunities
- 3 Table setting for larger group gathering
- 4 Natural turf area with seating edge for open recreation & gathering
- 5 Feature paving banding to accentuate entrances & seating areas. Opportunity to incorporate place markings to be coordinated with Indigenous consultant.
- 6 DDA accessible ramp providing access to raised turf areas
- 7 Additional raised planter with feature planting to create sanctuary to seating & recreation areas
- 8 Palisade to allow for views & outlook to surrounding context.



 Site boundary
 Basement line
 Mounding to planting beds
+98.000 Proposed levels
EX = Existing level
TW = Top of wall
 Proposed trees. Refer to planting schedule.

- Sturt Noble**
Associate