

28 May 2025

TfNSW Reference: SYD25-00597-01  
DPHI Reference: SSD-84430209



Ms. Kirsten Fishburn  
Secretary  
Department of Planning, Housing, and Infrastructure  
Locked Bag 5022  
Parramatta NSW 2124

Attention: Chris Eldred

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**REQUEST FOR SECRETARY ENVIRONMENT ASSESSMENT REQUIREMENTS (SEARS)  
LEPPINGTON HIGH DENSITY MIXED USE RESIDENTIAL PRECINCT  
156-166 RICKARD ROAD, LEPPINGTON**

Dear Ms Fishburn,

Thank you for providing Transport for NSW (**TfNSW**) an opportunity to comment on the request for Secretary's Environmental Assessment Requirements (**SEARs**) for the proposed Leppington high density mixed-use residential precinct proposal located at 173-183 Rickard Road, Leppington.

TfNSW has reviewed the submitted documentation and recommends that the following matters in **TAB A** are included in any SEAR's issued by the Department.

If you have any further questions, regarding the above matter, Pahee Rathan, Senior Land Use Assessment Coordinator, would be pleased to take your call on 0417 246 510 or via email at [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au).

Yours sincerely,

A handwritten signature in black ink, appearing to read "B. Pegg".

**Brendan Pegg**  
Senior Manager Land Use Assessment Central and Western  
Transport Planning, Planning, Integration and Passenger Division

## Attachment A – TfNSW suggested inclusion in the Transport and Accessibility section of SEARs

Provide a transport and accessibility impact assessment, which includes, but is not limited to the following:

1. Details of all traffic types and volumes likely to be generated by the proposed development during construction and operation, including a description of haul route origins and destinations, including:
  - a) Daily and peak traffic movements likely to be generated by the proposed development including the impact on nearby intersections, specifically interactions with the classified road network and the need/associated funding for upgrading or road improvement works (if required).
  - b) Details of the proposed accesses and the parking provisions associated with the proposed development including compliance with the requirements of the relevant Australian Standards (i.e., turn paths, sight distance requirements, aisle widths, etc.).
  - c) Proposed number of car parking spaces and compliance with the appropriate parking codes.
  - d) Details of service vehicle movements (including vehicle type and likely arrival and departure times).
  - e) Detailed plan of proposed layout of internal road network to demonstrate that the site will be able to accommodate the most productive vehicle types and parking on site in accordance with the relevant Australian Standard and Council's Development Control Plan.
  - f) Provide a swept path analysis and related civil design layout in accordance with Austroads turning templates to demonstrate that the largest vehicle likely to utilise the site access as currently proposed.
  - g) An assessment of the forecast impacts on traffic volume generated on road safety and capacity of road network including consideration of cumulative traffic impacts at key intersections using SIDRA or similar traffic model as prescribed by TfNSW. The traffic forecasts should consider the Rickard Road upgrades and the ability of the existing network to function with the increased traffic volume.
  - h) Details of road upgrades, infrastructure works, or new roads or access points required for the development.
  - i) Measures to ameliorate any adverse traffic and transport impacts due to the development based on the above analysis, including:
    - i. travel demand management programs to increase sustainable transport (such as a Green Travel Plan)
  - j) The preparation of a preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) to demonstrate the proposed management of the impact in relation to construction traffic addressing the following:
    - i. assessment of cumulative impacts associated with other construction activities (if any);
    - ii. an assessment of road safety at key intersection and locations subject to heavy vehicle construction traffic movements and high pedestrian activity.
    - iii. details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process.
    - iv. details of anticipated peak hour and daily construction vehicle movements to and from the site.
    - v. details of on-site car parking and access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicle.
    - vi. details of temporary cycling and pedestrian access during construction; and
  - k) The preparation of a drainage study to identify pre and post overland flow and site drainage. The study should also identify establish the existing infrastructure volume and capacity if being relied on by the development and the associated impact if any.