

17 February 2026

TfNSW Reference: SYD25-01529-06
DPHI Reference: SSD-77458970



Ms. Kiersten Fishburn
Secretary
Department of Planning, Housing, and Infrastructure
Locked Bag 5022
Parramatta NSW 2150

Attention: Fadi Shakir

**ADVICE ON ENVIRONMENTAL IMPACT STATEMENT (EIS) SSD-77458970
RESIDENTIAL, RETAIL AND HOTEL BUILDINGS
135 BADGERYS CREEK ROAD, BRADFIELD**

Dear Ms Fishburn,

Thank you for providing Transport for NSW (**TfNSW**) an opportunity to provide input to the Environmental Impact Statement (**EIS**) for the proposed eight residential and retail development at 135 Badgerys Creek Road, Bradfield.

TfNSW has reviewed the EIS and provides the Department of Planning, Housing, and Infrastructure (**DPHI**) advisory comments in **TAB A** and suggested conditions of consent in **TAB B** for DPHI's consideration.

Should you have any questions regarding the above matter, please contact Brett Morrison, Land Use Planner, on phone 0448 890 598 or via email at 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 Branch
Planning Integration and Passenger Division

OFFICIAL

TAB A – TfNSW advisory comments

Comment:

The subject property is within an area under investigation for the Bradfield Precinct Priority Roads project.

TfNSW has reviewed the proposed development and is unable to determine whether the proposed development's traffic generation will impact the surrounding classified network, in particular the intersection of Northern Road (**classified road**) and Badgerys Creek Road (**unclassified regional road**). The applicant has not undertaken any traffic impact assessment of the development but referring to the strategic traffic modelling section of the Western Sydney Aerotropolis Growth Area report (**WSAGA**) as adequate.

- TfNSW is currently progressing the Badgerys Creek Road concept design for a future upgrade to be a sub-arterial road status. There is no funding committed for delivery, however, the proposed upgrades along Badgerys Creek Road (per the Aerotropolis Sector Plan) are envisaged to have no direct access at Badgerys Creek Road. In this regard, any driveways – including Fire Access (per civil drawing CE100) along Badgerys Creek Road would need further consideration. Furthermore, the applicant's civil drawing does not align with their Transport and Accessibility Impact Assessment, Appendix N "Site Access arrangement".
- **Badgerys Creek Road / Innovation South** – Appendix N Page 54 indicates the intersection of Badgerys Creek Road / Innovation South (**Local Road**) has assumed to be left-in, left-out (**LILLO**). Whilst the Masterplan indicates a road towards Badgerys Creek Road it cannot be assumed at this stage that there will be a connection. With consideration of the future upgrade to Badgerys Creek Road and in line with general principles in Austroads to limit the number of connection points on high trafficked roads, the need for a connection as proposed from Innovation South to Badgerys Creek Road needs to be demonstrated in the traffic analysis, especially when there are two alternative access points to Badgerys Creek Road via the local road network.
- **Bradfield Metro Link Road (Local Road)**/ Centre loop west priority control – TfNSW is progressing concept design along Bradfield Metro Link Road, this intersection is designed as a LILLO to be considered in the network analysis.

Recommendation:

As part of the Response to Submissions (**RtS**), TfNSW requests that a network analysis be undertaken for years 2026 and 2036 with and without development, that includes Badgerys Creek Road and The Northern Road in a supplementary Traffic Impact Assessment. Referencing Bradfield City Centre Master Plan Application Transport Management Accessibility Plan Report October 2023 (AECOM), Guide to Transport Impact Assessment (**GTIA**), Austroads, Australian Standards and other relevant standards/guidelines.

It is requested that the Applicant submit all electronic files used for the intersection analysis, which has been utilised to derive the current findings and any further findings, for review by TfNSW. This information will be used to verify that the modelling has been undertaken in accordance with standard TfNSW practices and guidelines.

The calibration of the base network model must be undertaken, and the methodology and difference between observed and calculated data is to be tabulated in a supplementary report. This is to ensure that all intersections are being modelled accurately. The calibration method is to follow that described in the SIDRA User Guide Section 2.6.2 – 2.6.4 in conjunction with TfNSW's Guide to Traffic Modelling.'

If a deterioration to existing conditions is identified, mitigation works will need to be considered to ensure the ongoing safety and efficiency of the transport network. New or modifications to proposed traffic signals requires consent from the TfNSW under section 87(4) of the *Roads Act 1993*. Any intersection upgrades would be undertaken by the Applicant at no cost to TfNSW.

TAB B – Suggested TfNSW conditions

Traffic Control Signals – approval under section 87 of the *Roads Act, 1993*

Comment:

Subject to the review of a supplementary TIA previously discussed any modifications to previously approved traffic control signal designs or new traffic signals because of the proposed development requires TfNSW separate approval under section 87 (4) of the *Roads Act, 1993*.

Recommended condition:

Modifications to previously approved traffic control signal designs or new traffic signals requires approval under section 87 (4) of the *Roads Act 1993*.

Any new or modifications to traffic signals plans must be:

- prepared by suitably qualified and experienced person(s).
- prepared in accordance with the requirements of TfNSW; and
- in accordance with the Guide to Traffic Signal Design, Guide to Transport Impact Assessment, Austroads Guide to Road Design and relevant TfNSW supplements; and • detail the dedication of land as public road for the maintenance of the TCS and associated infrastructure.

The Applicant must obtain approval from TfNSW for the TCS plans, prior to the commencement of any Intersection and associated road works.

TfNSW fees for administration, plan checking, civil works inspections and project management shall be paid by the Applicant prior to the commencement of road works. The Applicant will be required to enter a Works Authorisation Deed (WAD) with TfNSW for these works.

Freight and servicing operations

Comment:

The site is to accommodate the delivery of trucks which may impact peak traffic flows along classified roads.

Recommended condition:

The operational Plan of Management (**PoM**) of the development shall ensure that deliveries are organised outside of transport peak periods (Monday to Friday 0700-0930 and 1600-1930) and any other management strategies to ensure that road safety and efficient transport operations is maintained.

Construction Pedestrian Traffic Management Plan (CTMP)

Recommended condition:

The CTMP to detail construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to TfNSW for review and endorsement prior to the issue of a construction certificate. Please send to development.ctmp.cjp@transport.nsw.gov.au

Road Occupancy Licence

Recommended condition:

A Road Occupancy Licence (**ROL**) should be obtained from Transport Management Centre (**TMC**) for any works that may impact on traffic flows on surrounding classified roads during construction activities. A ROL can be obtained through <https://myrta.com/oplinc2/pages/security/oplincLogin.jsf>