



Fadir Shakir
Department of Planning, Housing and Infrastructure
Major Projects Planning Portal
Via: NSW Planning Portal

State Significant Development 77458970
135 Badgerys Creek Road, Bradfield
Proposed Mixed Use and Commercial Development

25 February 2026

Dear Fadir Shakir,

Thank you for providing Sydney Metro with the opportunity to comment on the State Significant Development application (SSD) at 135 Badgerys Creek Road, Bradfield, for a new mixed-use development and commercial development.

Sydney Metro has reviewed the SSD in accordance with Section 4.27 of the State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (Western Parkland City SEPP). Part 4 'Western Sydney Aerotropolis' of the SEPP is triggered as the proposal is located on land within the 400m Referral Zone – Western Sydney Aerotropolis.

Under 4.27 of the Western Parkland City SEPP, Sydney Metro should consider:

- (a) *the appropriateness of the development in relation to planned train stations, including the service capability of planned train stations and the provision of sustainable transport options,*
- (b) *the timing of the carrying out of the proposed development and the timing for constructing train stations,*
- (c) *the effect of the development on planned train stations.*

Sydney Metro generally supports the proposed development located within 250m of the Bradfield Metro Station as it will encourage the delivery of broader public benefits, including improved accessibility, reduced car dependency, and support access to employment and the new Western Sydney International Airport.

Further comments on the SSD are below:

Wayfinding

The proposed package of information provides limited information on wayfinding.

Given the proximity of the development to the new Bradfield Metro Station, the proposal should include appropriate wayfinding signage and lighting, in accordance with Aerotropolis DCP Clause 6.2 – Night Time Economy Uses, to direct patrons of the commercial uses, including the proposed tavern and hotel, to the Metro Station and other available public transport options.

Environmental Impact Statement

Section 3.13 outlined that the proposed development will be delivered in three stages, including:

- Stage 1: the delivery of Building A with construction occurring between September 2027 to September 2029.
- Stage 2: the delivery of Building B and the proposed New Street with construction occurring between October 2028 to October 2030.
- Stage 3: the delivery of Building C and the riparian corridor with construction occurring between November 2029 to November 2031.

It is noted that the construction timeline for Stages 1 and 2 would overlap with Sydney Metro Western Sydney Airport (SMWSA) construction activities.

Transport and Accessibility Impact Assessment (Appendix N)

Construction Pedestrian and Traffic Management

Section 11 provides an overview of Construction Pedestrian and Traffic Management Plan (CPTMP). It is expected that the development will be subject to standard conditions requiring a construction and operation staging report, detailing cumulative construction impact be prepared post approval. Therefore, Sydney Metro recommends DPHI include an appropriate condition on Construction Pedestrian and Traffic Management Plan (CPTMP) including cumulative construction impact, requiring the Proponent to liaise with Sydney Metro prior to commencement of construction.

Car Parking

Section 5 provides parking assessment for the proposed development. The Aerotropolis DCP stipulates *maximum parking rates* for sites located in identified centres and within an 800 metre walk of a future metro station.

The proposal exceeds the maximum parking rates set out in the Aerotropolis DCP by 68 retail parking spaces for the Stage 2 development.

Given that the site will benefit from the planned pedestrian and cycling networks in the Bradfield City Centre and convenient access to the Bradfield Metro Station, the proposed over-supply of parking provision should not be supported. Sydney Metro recommends DPHI to enforce the maximum parking provision as per the Aerotropolis DCP.

Traffic Impact

Section 9.4 provides a commentary on the transport impact with no site-specific assessments included. The report stated that *'it is evident that broader precinct planning, and strategic traffic modelling (WSAGA) completed by TfNSW would have adequately captured development on the site... The proposal does not warrant any infrastructure upgrades or adjustments to planned public transport services surrounding the site.'* It is expected that TfNSW traffic modelling would be undertaken at a strategic level, which would focus on assessment of key corridors and intersections.

For SSDs and major DAs, traffic modelling of nearby key intersections and site access points are expected to be undertaken as part of the traffic impact assessment. Whilst this development is unlikely to generate notable impact on operation of the Bradfield Metro Station, other agencies such as TfNSW, Liverpool City Council and/or BDA would need to be satisfied with the transport assessment provided by the Proponent.

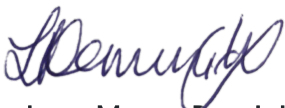
Recommendation

Sydney Metro recommends DPHI to:

- Include an appropriate condition on Construction Pedestrian and Traffic Management Plan (CPTMP) including cumulative construction impact, requiring the Proponent to liaise with Sydney Metro prior to commencement of construction, and
- Enforce the maximum parking provision as per the Aerotropolis DCP.

Please do not hesitate to contact Vanessa Cagliostro, Manager Urban Planning at vanessa.cagliostro@transport.nsw.gov.au in relation to the comments provided above.

Sincerely,



Lara Maree Dominish
Director Place Making & Property

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