



# Parramatta Eels Centre of Excellence and Community Facility

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State Significant Development  
SSD 24452965

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(Source: SSD 24452965 Architectural Plans)*

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# Glossary

Abbreviation	Definition
<b>AHD</b>	Australian Height Datum
<b>BCA</b>	Building Code of Australia
<b>CIV</b>	Capital Investment Value
<b>Council</b>	Hills Shire Council
<b>Crown Lands</b>	Crown Lands, DPE
<b>Department</b>	Department of Planning and Environment
<b>EHG</b>	Environment Heritage Group
<b>EIS</b>	Environmental Impact Statement
<b>EPA</b>	Environment Protection Authority
<b>EP&amp;A Act</b>	Environmental Planning and Assessment Act 1979
<b>EP&amp;A Regulation</b>	Environmental Planning and Assessment Regulation 2021
<b>EPBC Act</b>	Environment Protection and Biodiversity Conservation Act 1999
<b>EPI</b>	Environmental Planning Instrument
<b>ESD</b>	Ecologically Sustainable Development
<b>Heritage</b>	Heritage NSW, Department of Premier and Cabinet
<b>LEP</b>	Local Environmental Plan
<b>Minister</b>	Minister for Planning
<b>RMS</b>	Roads and Maritime Services, TfNSW
<b>SEARs</b>	Planning Secretary's Environmental Assessment Requirements
<b>Planning Secretary</b>	Secretary of the Department of Planning and Environment
<b>SEPP</b>	State Environmental Planning Policy
<b>Planning Systems SEPP</b>	State Environmental Planning Policy (Planning Systems) 2021
<b>SSD</b>	State Significant Development
<b>TfNSW</b>	Transport for NSW

# Executive Summary

## Introduction

This report provides an assessment of an application seeking approval for the construction and operation of the Parramatta Eels Centre of Excellence (CoE) and Community Facility (CF) in Kellyville Memorial Park, Kellyville (SSD 24452965).

The proposal would provide a high-performance rugby league training and administration building servicing the Parramatta Eels National Rugby League, National Rugby League Women's and pathway programmes. The CoE would comprise a gymnasium, cardio and yoga rooms for players, theatre/review rooms, aquatic rehabilitation, ancillary office/administration, medical staff space and other minor ancillary uses.

The proposal would also provide a recreational and community facility building (CF). The CF would comprise a 1,500 seat grandstand, community rooms, gymnasium, multipurpose rooms, match-day media rooms, change rooms for players and a café. Additional car parking (40 spaces) and spectator mounding to support community rugby league competitions would also form part of the works.

The Applicant is the Parramatta Eels Rugby League Club. The site is located within The Hills Shire local government area (LGA).

## Engagement

The Department publicly exhibited the application for 28 days from 4 May 2022 to 31 May 2022. In response to the public exhibition, 14 submissions were received, comprising 5 comments from government agencies, a comment from Council and 8 public submissions, including 1 objection, 2 comments and 5 in support.

Council stated the proposal is generally consistent with Council's adopted Plan of Management and Master Plan for the site and the proposal enables the ongoing use of community clubs.

The key issues raised in the public objection included the loss of tennis courts and insufficient car parking for the proposal and associated amenity and safety concerns.

In response to issues raised in submissions, the Applicant submitted a Response to Submissions (RtS) report which provided additional information and justification for the proposal. The RtS also included an updated BDAR and amended plans, including an increased floor level to achieve an appropriate Flood Planning Level and increased the size of replacement tree planting.

## Assessment

The Department has undertaken a detailed assessment of the proposal and has carefully considered the issues raised in submissions. The Department considers the development is acceptable for the following reasons:

- the proposal is consistent with the objectives of the RE1 zone as it enables land to be used for recreational purposes and provides a range of activities and compatible uses

- the proposal is consistent with the objectives of the Greater Sydney Region Plan and Central City District Plan as it would deliver an important piece of sporting infrastructure with an associated administration facility and community facility that will help foster healthy and socially connected communities
- the proposal is consistent with Council's adopted Landscape Master Plan for Kellyville Memorial Park, which identifies the site as the premier sports facility in the Hills Shire for rugby league, as it would provide a community facility and high-performance sports centre and facilitate recreational pursuits in the community for both organised and informal activities
- it would enhance the community use of the site through improved facilities for community sport groups and the broader community with the capacity to host various sporting events and programs
- it would replace the existing Parramatta Eels demountable facilities in Kellyville Memorial Park
- the proposal has a high standard of architectural design, materials and detailing appropriate to the building type and location
- the scale and design proposal would be acceptable as both buildings are designed to be integrated into the topography of the site to minimise visual impacts when viewed from the residential properties to the east and would be further softened by the retained vegetation, proposed landscaping and replacement planting
- the development would not result in any overshadowing impacts, view loss or any other amenity impacts on the surrounding area
- while the site/proposal is constrained for on-site car parking for major event days, the Department has recommended a suite of conditions to mitigate and manage car parking impacts including:
  - limiting large-scale events to 5 days per year
  - requiring an Event Management Plan, an Operational Traffic Management Plan, Operational Management Plan, Travel Plan
  - the implementation of Green Travel Initiatives to reduce the requirement of spectator private car usage, such as a shuttle bus, drop-off bays and additional temporary bike parking facilities.
  - measures to prevent on street car parking in surrounding streets.
- the typical weekday and weekend peak car parking demands can be accommodated within existing on and off-street parking and the proposed car park expansion
- the surrounding road network is capable of accommodating the additional traffic volumes generated by the proposed development with only very minor additional delays
- noise and traffic impacts resulting from Major Event Days would be limited to a maximum of 5 days per year and would be mitigated through conditions
- while the proposal would require the removal of 13 trees, the replacement planting strategy would result in a total of 88 replacement trees being planted, resulting in a minimum of 75 additional trees planted across the site and the purchase of biodiversity credits
- it is expected to create approximately 100 construction jobs and an additional 114 operational jobs.

## **Conclusion**

The Department considers the proposed development is acceptable as it would provide a new high-performance sporting facility for use by the NRL and a recreational and community facility building for the use of the broader community.

The proposal is consistent with Council's Landscape Master Plan for Kellyville Memorial Park, it exhibits design excellence and would not have adverse impacts on the environment or on the amenity of surrounding residences.

The Department's assessment therefore concludes the proposal is in the public interest and it is recommended the application be approved, subject to conditions.

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# 1 Introduction

## 1.1 Site context

Kellyville Memorial Park (the site) is located within the suburb of Kellyville, approximately 35 km north-west of the Sydney Central Business District (CBD) within The Hills Shire local government area (LGA).

Kellyville Memorial Park (Kellyville Park) has a total area of 3.10 ha. Memorial Avenue adjoins the northern boundary of the site while Windsor Road is located 200 m to the east of the site (**Figure 1**).



**Figure 1** | Aerial image of the site (outlined in red) (source: NearMaps)

The surrounding area is characterised by the following mix of buildings and uses:

- low density residential dwellings to the north on the opposite side of Memorial Avenue. Memorial Avenue is currently being upgraded with some northern sections of the site compulsory acquired by TfNSW
- low density residential dwellings to the east and south, on the opposite side of Stone Mason Drive and Fairway Drive respectively. Castle Hill Golf Course is located further south beyond Fairway Drive
- a parcel of bushland adjacent to Strangers Creek, is located to the immediate west of the site, beyond which are low-density dwellings.

## 1.2 The site

The site currently contains 5 recreational sport playing fields, changing rooms and facilities and an at-grade carpark with 223 spaces with access via Stone Mason Drive. A secondary car park with 67 spaces

is also located near the baseball field. Overall, the site has 290 car parking spaces. An internal access road off Stone Mason Drive provides access to the off-street car parks and sport fields.

In 2021, Council upgraded Field 1 (north-west corner) and constructed new Field 2 (north-east) with new field lighting, drainage and run-off area.

The site is currently used by the general public and for community sport teams and provides cricket nets, basketball and netball courts, a baseball field and 5 rugby/football pitches. Additionally, the northern car park is currently being used as a construction compound by TfNSW (RMS) contractors for the upgrade of Memorial Avenue.

The site slopes moderately from east to west with a parkland character comprising grassed areas interspersed with a number of mature and semi-mature trees. Twenty trees are located within the footprint of the proposed development or are directly adjacent to it.

The location of the proposed works is shown in **Figure 2** and photographs of the site are provided as **Figure 3** to **Figure 5**.



**Figure 2** | Kellyville Park shown in blue outline and approximate area of proposed works shown in red (source: NearMaps)



**Figure 3 |** Existing at-grade carpark with 223 spaces accessed via Stone Mason Drive looking north-west (source: Department)



**Figure 4 |** Existing temporary Parramatta Eels facility looking west source: Department)



**Figure 5 |** View from Field 1 looking south towards the existing temporary Parramatta Eels facility (source: Department)

## 2 Project

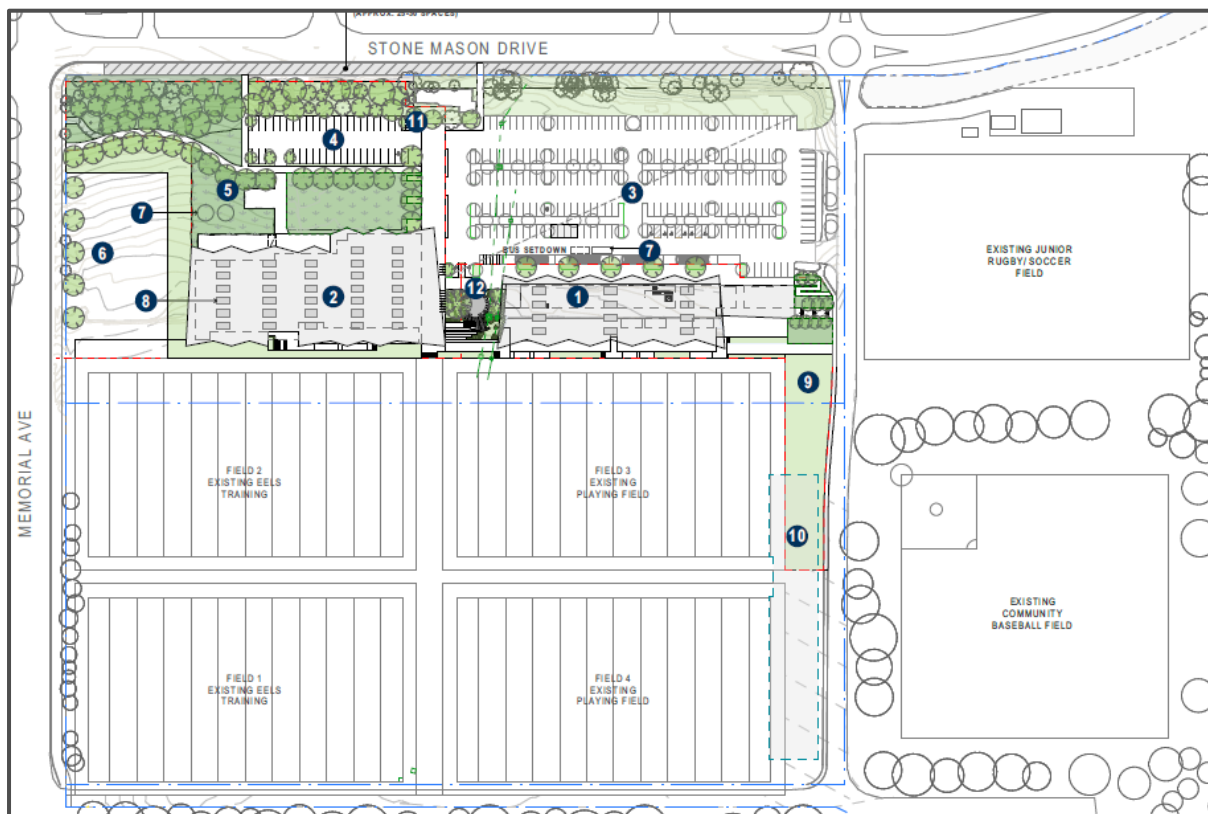
The proposal seeks approval for the construction and operation of a high-performance rugby league training and administration facility that services the Parramatta Eels National Rugby League, National Rugby League Women’s and pathway programmes.

The key components of the proposal are summarised in **Table 1** and are illustrated in **Figure 6** to **Figure 9**.

**Table 1 | Main Components of the Project**

Aspect	Description
Built Form	<p><b>CoE</b></p> <ul style="list-style-type: none"> <li>• Maximum height of two storeys and 12.75 m (maximum RL 73.9) comprising:               <ul style="list-style-type: none"> <li>○ lower floor: elite gymnasium, aquatic rehabilitation facilities, administration offices, changing rooms and amenities and end-of-trip (EoT) facilities</li> <li>○ upper floor: lobby, boardroom, social area, media studio, administration offices, retail, café and EoT facilities</li> </ul> </li> </ul>
	<p><b>CF</b></p> <ul style="list-style-type: none"> <li>• Maximum height of two storeys and 12.95 m (maximum RL 74.2) comprising:               <ul style="list-style-type: none"> <li>○ lower floor: changing rooms, amenities and junior pathway gymnasium</li> <li>○ upper floor: multi-purpose room, kitchen, café and kiosk, amenities, and retail tenancy</li> <li>○ a 1,500 seat grandstand and spectator mounding</li> </ul> </li> </ul>
	<p><b>Total</b></p> <p>5,877 m<sup>2</sup></p>
Gross Floor Area (GFA)	<p><b>CoE</b></p> <p>4,243 m<sup>2</sup></p>
	<p><b>CF</b></p> <p>1,634 m<sup>2</sup></p>
Landscaping	<ul style="list-style-type: none"> <li>• Removal of 13 trees               <ul style="list-style-type: none"> <li>○ 5 x Low or Very Low Retention Value</li> <li>○ 3 x Moderate Retention value</li> <li>○ 5 x High Retention Value</li> </ul> </li> <li>• Retention of 5 existing trees on site</li> <li>• Planting of 88 new trees</li> </ul>
Access and car parking	<ul style="list-style-type: none"> <li>• Construction of a new at-grade car park to the east of the proposed CoE containing 40 car parking spaces, increasing the total number of spaces on site to 330.</li> </ul>
Site Area	<ul style="list-style-type: none"> <li>• Development site: 17,000 m<sup>2</sup> (approx.)</li> <li>• Entire Kellyville Park: 34,689 m<sup>2</sup></li> </ul>

<b>Signage</b>	<ul style="list-style-type: none"> <li>• Signage zones have been shown on the plans; however, the details of these zones are to form part of a separate application.</li> </ul>
<b>Hours of Operation</b>	<p><b>CoE</b></p> <ul style="list-style-type: none"> <li>• Monday to Friday: 5 am – 12 midnight</li> <li>• Weekends / public holidays: 6 am – 12 midnight</li> </ul> <p><b>CF</b></p> <ul style="list-style-type: none"> <li>• Monday to Friday: 5 am – 12 midnight</li> <li>• Weekends / public holidays: 6 am – 12 midnight</li> </ul>
<b>Capital Investment Value (CIV)</b>	<ul style="list-style-type: none"> <li>• \$40,420,000 (excl. GST)</li> </ul>
<b>Jobs</b>	<ul style="list-style-type: none"> <li>• 100 construction jobs</li> <li>• 114 operational jobs</li> </ul>



**Figure 6 | Site Plan (source: Applicant's EIS)**



**Figure 7 |** View of the CoE from Field 2 (source: Applicant's EIS)



**Figure 8 |** View of the CF from Field 3 (source: Applicant's EIS)

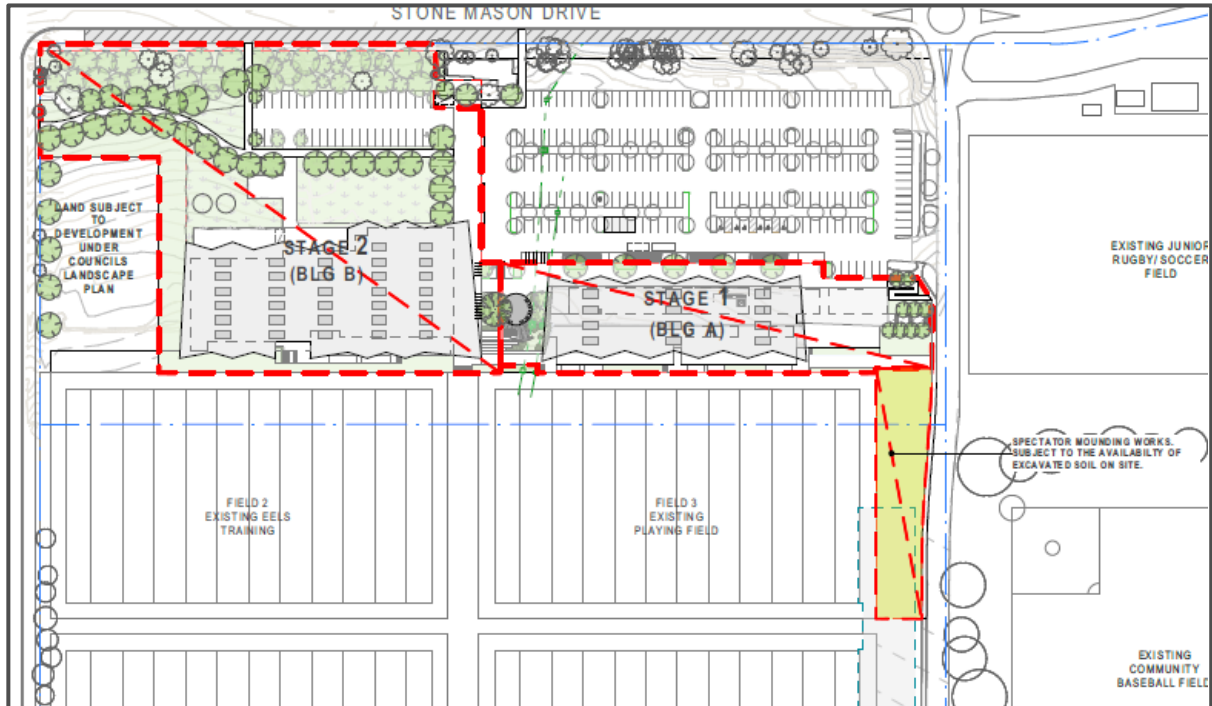


**Figure 9 |** View of the CF from existing carpark (source: Applicant)

## 2.1 Staging

The proposed works will be delivered in two stages with the CF to be delivered as Stage 1 and the CoE, spectator mounding and car parking to be delivered as Stage 2 (**Figure 10**).

The anticipated construction timeframe is October 2022 – December 2024.



**Figure 10** | Proposed staging plan (source: Applicant)



## 3 Strategic context

### 3.1 Greater Sydney Region Plan: A Metropolis of Three Cities

The Greater Sydney Region Plan outlines how Greater Sydney will manage growth and change and guide infrastructure delivery. It sets the vision and strategy for Greater Sydney, to be implemented at a local level through District Plans.

The site is located within the Central City District. The Central City District Plan sets a 20-year vision for the Parramatta, Blacktown, Cumberland and Hills LGAs to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision of the Plan.

The proposal is consistent with the relevant key priorities of the Greater Sydney Region Plan and Central City District Plan as it would:

- provide an important piece of sporting infrastructure with associated administration facility and a community facility that will help foster healthy and socially connected communities
- provide measures to maintain the existing urban tree canopy by replacing all trees required to be removed, with a minimum of 75 additional trees planted across the site
- create and support jobs in the area.

### 3.2 Future Transport Strategy 2056

The Future Transport Strategy 2056 is an update to the NSW Long Term Transport Master Plan 2012 and outlines a planned and coordinated set of actions to address challenges faced by the NSW transport system to support the State's economic and social performance over the next 40 years.

The proposed development is consistent with the six key outcomes of the Future Transport Strategy 2056 as it is located within 2 km from Kellyville Station and Bella Vista Station, both stations have bus connections to the broader area.

The Applicant has proposed the incorporation of a shuttle bus between Kellyville Station and Bella Vista Station on large event days, which would encourage use of public transport and reduce private vehicle dependency.

### 3.3 The Hills Shire Recreation Strategy 2019 & Landscape Master Plan 2019

The Hills Shire Recreation Strategy 2019 (the Recreation Strategy) establishes the basis for the planning and provision of open space and recreation facilities in the Hills Shire to 2036. It informs the planning priorities and five-year actions contained in Hills Future 2036, the Hills' Local Strategic Planning Statement.

In 2019, Council exhibited a draft Landscape Master Plan for Kellyville Park (the Master Plan). The master Plan identified Kellyville Park as the premier sports facility in the Hills Shire for rugby league, including being the preferred rugby league venue in the LGA for a National Rugby League presence. The Master Plan was adopted in 2019.

The Master Plan proposes up to five full size playing fields for rugby league, together with enhanced amenities and infrastructure, as well as a Centre of Excellence. Although Kellyville Park is proposed to cater for higher level competition, it will continue serving local community sport clubs.

The location and design of the proposed development generally aligns with the Master Plan 2019 (Figure 11). It is noted the proposed plan has rearranged the location of the community facility and high-performance sports centre within the site area, as shown in Figure 6. The Council's Open Space & Recreation team advised the proposal is generally consistent the adopted Master Plan for the site.

A number of identified works on the site have already been undertaken by Council or will be undertaken by Council, including lighting and drainage.



Figure 11 | Landscape Master Plan for Kellyville Park (source: Hills Shire Council)

## 4 Statutory Context

### 4.1 State significance

The proposal is SSD pursuant to section 4.36 of the Environmental Planning and Assessment Act 1979 (EP&A Act), as it comprises development for a 'recreational facility (major)' and has a CIV in excess of \$30 million as specified in clause 13 of Schedule 1 of State Environmental Planning Policy (Planning Systems) 2021.

### 4.2 Consent authority

The Minister for Planning is the consent authority for the application under section 4.5(a) of the EP&A Act. However, under the Minister's delegation, the Director, Key Sites Assessments, may determine the application as:

- a political disclosure statement has not been made
- there are less than 15 public submissions (other than Council) in the nature of objections
- the Council of the area in which the development is to be carried out has not made an objection under the mandatory requirements for community participation in Schedule 1 of the Act.

### 4.3 Permissibility

The site is identified as being within the RE1 Public Recreation zone by The Hills Local Environmental Plan 2019 (HLEP 2019). The proposed recreation facility (major) uses are permissible with consent under the provisions of HLEP 2019.

While the proposed administration offices are not permissible within the RE1 zone, as they are ancillary to the proposed primary use as a recreation facility (major) and will directly support the proposed permitted uses they are also permissible with consent. The Department also notes SSD may also be partially prohibited.

### 4.4 Mandatory Matters for Consideration

The Department has considered all relevant matters in the assessment of the proposal in **Section 6** and **Appendix C** of this report. The relevant matters include:

- objects of the EP&A Act
- relevant matters specified in Section 4.15 of the EP&A Act, including:
  - provisions of environmental planning instruments (including draft instruments), development control plans, planning agreements, and the Environmental Planning and Assessment Regulation 2021
  - the environmental, social and economic impacts of the development
  - the suitability of the site
  - any submissions
  - the public interest

- principles of ecologically sustainable development (ESD).

#### **4.5 Biodiversity Development Assessment Report**

Section 7.9(2) of the Biodiversity Conservation Act 2016 (BC Act) requires all applications for SSD to be accompanied by a Biodiversity Development Assessment Report (BDAR) unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values.

As part of its application, the Applicant prepared a BDAR, which was subsequently updated in the Response to Submissions, which concluded that the proposed development is not likely to have any significant impact on biodiversity values, subject to mitigation and management measures and the purchase of biodiversity credits.

The Department has assessed biodiversity impacts in **Section 6.6**.

# 5 Engagement

## 5.1 Department's engagement

The Department publicly exhibited the application and EIS on the NSW Planning Portal from 4 May 2022 to 31 May 2022 (28 days).

The Department provided written notification to adjacent landholders, Council and Government agencies.

## 5.2 Summary of submissions

In response to the exhibition of the application, the Department received 14 submissions, comprising:

- 5 submissions from Government agencies
- 1 submission from Council making comments
- 8 submissions from the public, including 1 objection, 2 making comments and 5 in support.

A link to the full copy of the submissions is provided in **Appendix A**.

## 5.3 Key issues – Government Agencies

The key issues raised by Government agencies are summarised in **Table 2**.

**Table 2** | Summary of Government agency submissions

Transport for NSW (TfNSW) / Roads and Maritime Services (RMS)	
<b>EIS</b>	TfNSW and RMS provided the following comments: <ul style="list-style-type: none"><li>• the traffic impact at the intersection of Fairway Drive/Windsor Road should be investigated for both existing and future years scenario with and without development</li><li>• intersection assessments should be modelled in SIDRA NETWORK.</li><li>• the proponent should liaise with Council on potential future traffic signals at Windsor Road, Wrights Road and Kennedy Avenue, and any potential modifications to access at Windsor Road and Fairway Drive</li><li>• parking demand for spectators during event match day is not considered in the Traffic Impact Assessment and a shortfall of 476 spaces during peak event days is suggested.</li><li>• provide details into how it will be ensured the shuttle bus service will be undertaken</li><li>• a management plan should be prepared to communicate the shortfall of parking</li><li>• clarification is required into the U-turn movement at Memorial Road/Windsor Road intersection. This movement is not supported and should not be accounted for in determining the traffic distribution to the site.</li><li>• swept paths show a requirement for traffic management at Windsor Road/Fairway Drive, access to Stone Mason Drive and possible requirement for Memorial</li></ul>

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Avenue/Windsor Road (19M SEMI and 12.5 HRV), which is a concern and may not be supported.

- liaise with the Traffic Management Committee regarding any proposed traffic management proposals on event days to mitigate impacts to Memorial Avenue and Windsor Road.
- a Construction Traffic and Pedestrian Management Plan (CTMP) must be prepared prior to the issue of the construction certificate.
- an Operational Traffic Management Plan (OTMP) is required to be prepared prior to occupation.
- the development should be consistent with the TfNSW's Memorial Avenue upgrade project including vehicular connectivity. All vehicle access to the site should be via the local road network.

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#### **RtS**

TfNSW and RMS provided the following comments:

- reiterated previous concern with respect to a shortfall of parking spaces during the peak event days and the potential for an overflow to occur on the surrounding streets, resulting in queuing on the surrounding network
- how it will be ensured that the shuttle bus service will be undertaken by the proponent.
- a management plan be prepared to communicate to patrons the shortfall in parking and details the available options with respect to parking and access to the site
- it is not envisaged that any portion of the subject property will be required to facilitate the works for this project.

TfNSW recommended the following conditions be applied to the consent:

- preparation of a Construction Traffic and Pedestrian Management Plan (CTMP)
- preparation of an Operational Traffic Management Plan (OTMP) prior to occupancy
- Applicant to liaise with the Traffic Management Committee regarding any proposed traffic management proposals on event days to mitigate impacts to Memorial Ave and Windsor Road.

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#### **Environment and Heritage Group (EHG)**

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#### **EIS**

EHG provided the following comments:

- EHG recommend all threatened species records within 5km of the subject land be addressed as ecosystem species credits and/or as species credit in the BDAR.
- BDAR is to include all outputs from the BAM-C which indicate classes of credits to be offset.
- The mitigation measures in the BDAR are supported. Further to these measures, the following should be considered to improve tree canopy cover and connectivity of the site:
  - opportunities for increased canopy cover should be explored. Additional planting may be possible adjacent to the proposed Stage 2 footprint, the turfed areas adjoining the new car park and the turfed areas between the CoE and Memorial Avenue.
  - tree pot sizes should be increased to a minimum of 45L (from 25L) within 'tree replacement planting areas' and 100L (from 25) within 'general areas'
  - the reuse of native trees proposed for removal to enhance habitat within the proposed replanting/regeneration area. This should include tree trunks (greater than 25-30 centimetres in diameter and 2-3 metres in length) and root balls.
- Adopting a Flood Planning Level 1 (FPL1) is not supported. A Flood Planning Level 3 (FPL3) or higher should be adopted as the development includes sensitive uses

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and educational facilities. Maps showing the impacts of the development on flood behaviour in the PMF event need to be provided.

- RtS** EHG provided the following comments:
- while the updated BDAR has not fulfilled the technical requirements of the BAM, the absence of individuals of the SCS on the subject land fulfils the required intent of these sections of the BAM.
  - the layout of the application is inconsistent with Council's Master Plan, which shows the area north of the proposed CoE to be occupied by the facilities being delivered by this SSD. Therefore, EHG considers the area north of the CoE may be suitable for additional trees as the future use of this area is not addressed in the landscape masterplan.
  - the previous comments in relation to flooding have been addressed in the amended Flood Impact Assessment prepared by WSP.
- EHG recommended the following conditions be applied to the consent:
- 1 ecosystem credit for PCT 849-Cumberland shale plains woodland must be retired
  - all mitigation and management measures in the BDAR are to be implemented.
  - the northern setback of the CoE is to incorporate additional canopy tree planting at ratio of no less than 1 tree per 50 m<sup>2</sup> and from the Cumberland shale plains woodland plant community type with a minimum container size of 75 L.
  - tree replacement planting must be undertaken in accordance with the Landscape Design Report and plans, with tree species, pot size and diversity/number of replacements strictly in accordance with the Planting Schedule within the plans.
  - all trees not specifically identified on the approved plans for removal are to be retained and protected throughout the life of the development.

### Government Architect

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- EIS** The Government Architect's office advised the SDRP comments should provide the framework for the assessment with regards to design quality and provided the following comments:
- SDRP advice relating to connectivity through the site, including the bus set-down area / shared pathway has been addressed in the application.
  - a condition be imposed to provide external sun shading to exclude mid-summer sun during working hours. This can be designed so as not to interfere with sightlines to the playing field.
  - a condition be imposed requiring the processes identified in the Connecting with Country report are undertaken and the outcomes delivered.
- RtS** The Government Architect raised no objection to the proposal and provided the following comments:
- more could be done to ensure the eastern façade does not appear as a 'back-of-house' entrance and recommended several windows be introduced to provide oversight onto the car park. These windows should be proportioned and recessed to provide solar shading from the eastern sun.
  - a clearer render should be provided of the eastern façade as viewed from the car park illustrating the openings and the brick treatment.
  - the incorporation of a small play area in the central 'meeting place' that is integrated with the landscape design and relates to the themes being developed in consultation with the traditional owners would be of benefit to the project and public.

## Sydney Water

<b>EIS</b>	<p>Sydney Water provided the following comments:</p> <ul style="list-style-type: none"><li>portable water servicing should be available via Rogans Hill Water Supply Zone watermains in Memorial Avenue and Stone Mason Drive</li><li>recycled water servicing should be available via a Kellyville Recycled Water Supply Zone recycled water main in Stone Mason Drive.</li><li>wastewater servicing should be available via a Rouse Hill Sewer Catchment wastewater main (laid in 2017) within the site.</li><li>any earth work or building work, including piling work, excavation etc must not cause any adverse impact on structural stability of Sydney Water's Basin 35 dam wall. It is recommended details of building works, earth works and construction methodology with the Specialised Engineering Report be provided.</li><li>if the development requires direct stormwater discharge into Sydney Water's Stranger Creek, it is recommended that the proponent liaises with Sydney Water.</li></ul>
<b>RtS</b>	<p>Sydney Water advised they had no further comments; however, reiterated that no new earthworks or building works should have an adverse impact on the dam wall of Sydney Water's Basin 35.</p>

## Endeavour Energy

<b>EIS</b>	<p>Endeavour Energy advised the recommendations and comments provided in the SEARs advice remain valid and advised the Permission to Connect (PTC) / connection offer letter is not included in the Infrastructure Management Report.</p>
<b>RtS</b>	<p>Endeavour Energy advised they had no further recommendations or comments.</p>

## 5.4 Key issues raised in Council/Community submissions

### Council Key Issues

**Table 3 | Summary of Council's submission**

#### The Hills Shire Council

<b>EIS</b>	<p>Council advised that as the owner of the site it was not considered appropriate to provide detailed comments given potential perceived conflicts of interest.</p> <p>However, Council provided the following comments:</p> <ul style="list-style-type: none"><li>Council's Open Space &amp; Recreation team advised the proposal is generally consistent Council's adopted Plan of Management and Masterplan for the site</li><li>the proposal enables the ongoing use of community clubs.</li></ul>
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### Public Submissions

A total of 8 public submissions were received on the EIS, with 1 public submission of objection, 2 providing comments and 5 in support of the proposal.

The individual submission received on the EIS providing comments advised the proposal met the identified need.



Of the public submissions on the EIS, 7 were from special interest groups including:

- ‘Several neighbours in our street’
- Parramatta District Junior Rugby League
- National Rugby League
- Kellyville Baseball Club
- Kellyville Bushrangers JRLFC
- Renegades Rugby
- Hills Hornets Touch Football

Out of the submissions from special interest groups, 5 were in support, 1 objected and 1 provided comments on the proposal.

**Table 4 | Summary of submissions from special interest groups**

Nature of Submission	Key themes raised
<b>Objection</b>	<ul style="list-style-type: none"> <li>• Loss of the tennis courts</li> <li>• Insufficient car parking, including associated amenity and safety concerns</li> </ul>
<b>Support</b>	<ul style="list-style-type: none"> <li>• Provides best practice facilities to continue developing NRLW and NRL</li> <li>• Encourages community engagement, offers shared use of facilities and provides education and learning opportunities</li> <li>• Ensures continued development of the NRLW and NRL pathways for emerging players</li> <li>• Provides a venue for touch football, tag league and all ability rugby league, ensuring a broad cross section of the community benefit</li> <li>• As Kellyville/Rouse Hill area is a growth precinct, it would be great for the area to be recognised with its own major sporting facility.</li> </ul>
<b>Comments</b>	<ul style="list-style-type: none"> <li>• While the improvements to the park are supported, the baseball club has not had any upgrades</li> <li>• The baseball club car park is not to the same standard as the top car park</li> <li>• Currently Parramatta staff and players park in the baseball car park and on the side of the access road, which means there is not enough parking baseball club players, coaches and teams</li> <li>• Diamond 1 and bottom fields flood frequently</li> <li>• Currently no toilet facilities other than those belonging to the baseball club.</li> </ul>

## 5.5 Response to submissions

The Department placed copies of all submissions received on its website and requested the Applicant provide a response to the issues raised in the submissions.

On 2 August 2022, the Applicant lodged a Response to Submissions (RtS) to address the issues raised during the exhibition of the proposal. In conjunction with the RtS report, the Applicant made amendments to the proposal, including:

- amendment to floor levels to achieve Flood Planning Level 4 (FPL4)
- amendments to landscape design to increase pot sizes
- a revised BDAR
- further development of the eastern elevations of the CoE and CF.

The RtS was made publicly available on the Department's website and was sent to relevant Government agencies for comment. A summary of the comments provided by Government agencies are in **Table 2**.

It is noted the Applicant submitted revised plans to reflect the proposed freeboard of 200 mm for the FPL4, which had not been updated in the plans submitted in the RtS package.

No public submissions were received on the RtS.

## **5.6 Request for Further Information**

The Department issued a request for further information to address matters relating to traffic and parking management for peak event days.

On 11 October 2022, the Applicant lodged a Response to Further Information (RFI) to address the issues raised by the Department, including additional details on peak vehicle movements for weekends and peak event days, details into the proposed shuttle bus service and managing car parking impacts on peak even days.

The RFI was made publicly available on the Department's website.

## 6 Assessment

The Department has considered the development, the issues raised in submissions and the Applicant's RtS in the assessment of the application. The Department considers the key issues associated with the development are:

- design excellence
- built form and visual impacts
- traffic, parking and access
- tree removal and biodiversity
- landscaping

Each of these issues are discussed in the following sections of this report. The Department's consideration of other issues relating to the application are addressed in **Section 6.8** of this report.

### 6.1 Design Excellence

Clause 7.7 of the HLEP 2019 contains a number of matters that the consent authority must consider when deciding if a development exhibits design excellence.

In summary, these matters comprise the suitability of the land for development, architectural design, materials and detailing, amenity of the public domain and impact to view corridors or land protected by solar access controls.

Prior to lodgement, the design was reviewed by the SDRP in October 2021 and February 2022. After the second meeting, SDRP was supportive of the following elements of the design:

- the public value of developing a CoE and CF on the site
- the principle that the project benefits from maximising community access and the provision of improved amenity and facilities for the public
- the general location and orientation of the proposed buildings and ensuring that the facilities are not fenced off
- developing facilities and access for active transport users
- the current and continued close working relationship with Council
- the engagement and initial work of Ngurra Advisory to harness the knowledge of local Aboriginal custodians.

The SDRP recommended the project further embrace the history that the Parramatta Eels Rugby League Club has with Aboriginal and Torres Strait Islander communities and that the landscape design should develop in parallel to architectural design so the two are interrelated. The SDRP also made recommendations relating to:

- the articulation of the built form to provide all outlook and access to natural light for all users in the floor plate.
- external sun shading such as screens or battens
- the general arrangement, circulation and levels in the community building to assist with delivering a more generous pathway externally.

The Applicant submitted an Architectural Design Statement, which documented the design process, detailed how design excellence would be achieved and addressed recommendations from the SDRP, including:

- demonstrating the functional spaces would receive either direct or borrowed daylight (via glazed partitions), while daylight has been minimised in areas where it would be inappropriate or not required (such as plant and store rooms, change rooms and theatres)
- amending the CoE roof line to assist in breaking up the roof form along the western façade
- demonstrating the CoE and CF would only receive western sunlight late in the day and proposing the following mitigation measures:
  - double glazed solar control glass with a moderate tint
  - roof canopy overhangs
  - user controlled blinds.
- increasing the width of the pedestrian concourse east of the CF building and the entry stairs and ramps to the multipurpose room to 7.5 m and 2.1 m respectively.

Additionally, a Designing with Country Implementation Framework (Framework) was submitted with the EIS, which comprised:

- design priorities
- identified design features, including the Bidyigal Meeting Space
- community-based initiatives, including the development of an education program on the Marella Mission story by the PNRL First Nations Working Group
- recommendations and actions.

The revised plans and additional information were referred to the GA NSW for review. The GA NSW advised the matters relating to connectivity through the site, including the bus set-down area and shared pathway had been addressed and recommended conditions be imposed, requiring:

- provision of external sun shading to exclude mid-summer sun during working hours
- processes identified in the Connecting with Country report are undertaken and the outcomes delivered.

As part of the RtS, the Applicant advised that to screen in mid-summer would result in a significant reduction to the visual connection between the indoor and outdoor functional spaces. The Applicant recommended low western sun be managed with internal blinds and glazing to avoid impacting the visibility of the fields.

The Department requested the Applicant provide details of design treatments along the eastern elevation, and where none are currently proposed, incorporate treatments to improve the visual interest of the eastern elevation. In response, the Applicant advised:

- the eastern façade of the CF building would include a unique 'Welcome to Country' (**Figure 12**)
- both the CoE and CF would incorporate a façade of white clay face brickwork punctuated with key openings to reduce the scale of the buildings and reference the importance of white clay in Dharug nation's culture (**Figure 13**)
- a circular 'meeting place' incorporating hard and soft landscape would draw upon Indigenous materials and artists (**Figure 14**)
- both the CoE and CF would incorporate areas of 'hit and miss' brickwork with voids in the brick wall face that will draw in filtered daylight

- windows into key spaces on the east side of the upper ground floor level overhang of the roof providing shelter but also an articulated edge to the building.



**Figure 12 |** Welcome to Country sign located adjacent to the Meeting Place between the CF and CoE buildings (source: Applicant)



**Figure 13 |** CF building with white clay face brickwork (source: Applicant)



**Figure 14 |** View of the CoE southern façade with the meeting place in the foreground (source: Applicant)

The GA NSW consider that the eastern façade could be improved to avoid the appearance of a ‘back-of-house’ entrance. To mitigate this, GA NSW recommended several windows be incorporated in addition to the hit-and-miss brickwork to provide passive visual surveillance onto the car park. These additional windows should be proportioned and recessed to provide solar shading from the eastern sun.

The Department has considered the SDRP advice, advice from the GA NSW and the matters to be considered under clause 7.7 of the HLEP 2019 and is satisfied the development exhibits design excellence as:

- the proposal is consistent with the objectives of the RE1 zone as it enables land to be used for recreational purposes and provides a range of activities and compatible uses
- the proposal has a high standard of architectural design, materials and detailing appropriate to the building type and location (**Figure 12 to Figure 16**)
- the impacts of glare to workspaces in the CoE would be mitigated through internal screens, glazing and the roof overhang (**Figure 15**)
- the proposed materials, such as white clay face brickwork and hit and miss brickwork, would provide a contemporary finish to the buildings and integrates it with surrounding residential areas (**Figure 12 to Figure 16**)
- the built form of the proposal would be appropriately screened and softened by the retained vegetation, proposed landscaping and replacement planting (**Figure 16**)
- no identified public view corridors would be affected by the proposal
- the proposal would not result in detrimental impacts on any land protected by solar access controls established under a DCP
- the GA NSW recommended conditions, including the incorporation of additional windows on the eastern façade would further contribute to the buildings design excellence status.



**Figure 15** | View of CoE and CF building from field 1 (source: Applicant)



**Figure 16** | Site as seen from above, with the CoE (top right), CF (top left) and car park extension (bottom left) (source: Applicant)

To improve the appearance of the eastern elevation of the building and to address the issues raised by GA NSW, the Department recommends the Applicant submit revised plans incorporating additional windows (in addition to the hit-and-miss brickwork) to provide oversight onto the car park. These windows should be proportioned and recessed to provide solar shading from the eastern sun.

The Department also recommends a condition be imposed requiring HB Arch Architecture & Planning remain engaged in the design documentation phase to ensure the integrity of the design is maintained through the construction phase to completion of the building works.

Overall, the Department is satisfied that the proposal achieves design excellence, subject to the recommended conditions.

## 6.2 Built form and visual impacts

The Department notes there are no height or floor space controls over the site and therefore a merit assessment has been undertaken of the proposed built form.

The main built form elements of the proposal include the CoE (**Figure 7**) and CF (**Figure 8**), which result in a combined GFA of 5,877 m<sup>2</sup> (CoE: 4,243 m<sup>2</sup>; CF: 1,634 m<sup>2</sup>). The proposed height of the buildings are as follows:

- CoE: two storeys with and maximum height of 12.75 m (RL 74 ADH) at the western elevation reducing to approximately 7.5 m at the eastern elevation.
- CF: two storeys with and maximum height of 12.23 m (RL 75.1 ADH) at the western elevation reducing to approximately 7.07 m at the eastern elevation.

Due to the topography of the site, both buildings present as a single storey to Stone Mason Drive (eastern elevation) (**Figure 17**).

Following the RtS, the height of the CoE was increased to a maximum of 12.95 m (RL 74.2 ADH), and 8.95 m at the eastern elevation to achieve FPL4 as requested by EHG (discussed further in **Section 6.8**).

The application included an assessment of the potential visual impacts of the proposal and photomontages of the development from 9 vantage points. The photomontages from the residential area opposite of Stone Mason Drive are shown in **Figure 17** and **Figure 18**.



**Figure 17** | View 4 of CoE and CF: Stone Mason Drive (source: Applicant)



**Figure 18** | View 5 of CoE and CF: Newly constructed road off Stone Mason Drive (source: Applicant)

The Department considers the proposed built form, visual impacts and overshadowing acceptable as:

- the scale and design proposal would be acceptable as both buildings are designed to be integrated into the topography of the site to minimise visual impacts when viewed from the residential properties to the east and would be further softened by the retained vegetation, proposed landscaping and replacement planting
- the built form of the proposal would be appropriately screened and softened by the retained vegetation, proposed landscaping and replacement planting
- the impacts of glare to workspaces in the CoE would be mitigated through internal screens, glazing and the roof overhang
- the development would not result in any overshadowing impacts, view loss or any other amenity impacts on the surrounding area (**Section 6.3**).



The Department's assessment therefore concludes the built form and visual impacts of the proposal acceptable.

### 6.3 Overshadowing

The application included an assessment of the shadow diagrams comparing the overshadowing generated by the proposed development and the existing situation during the winter and summer solstice and autumn equinox. These diagrams demonstrate the proposal would result in additional shadow on the playing fields during the following times:

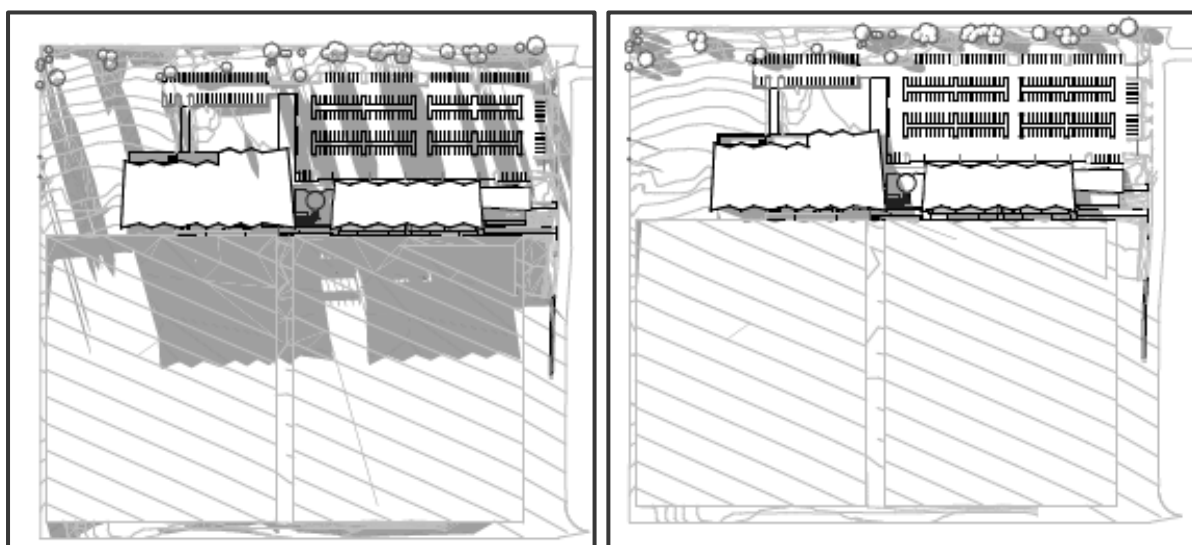
- winter solstice: 9 am until 1 pm (5 hours), as shown in **Figure 19**
- autumn equinox: 9 am until 11 am (3 hours), as shown in **Figure 20**
- summer solstice 9 am until 11 am (3 hours), as shown in **Figure 21**.

The shadow diagrams confirm neither building would result in overshadowing to neighbouring properties.

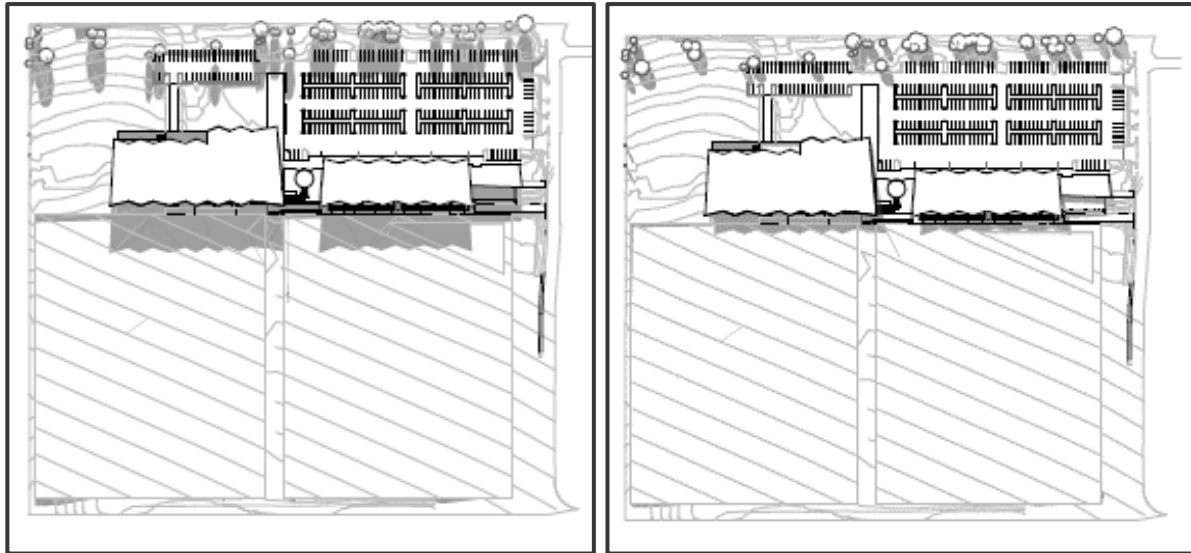
The Department considers the internal overshadowing during the summer solstice (**Figure 21**) and autumn equinox (**Figure 20**) to be acceptable as it would be limited to a small portion of the existing playing fields with all shadow dissipating within 3 hours.

The Department considers the worst extent of shadow to the existing playing fields would be during the winter solstice (**Figure 19**), where shadow would be cast over a portion of the fields between 9 am until 1 pm. The greatest extent of shadowing during the winter solstice would be between 9 am until 10 am, with most shadowing to the fields gone by 11 am. The areas impacted by shadow for more than three hours would be limited to the eastern portion of fields 2 and 3 and the area to the west of the proposed buildings separating the buildings from the fields.

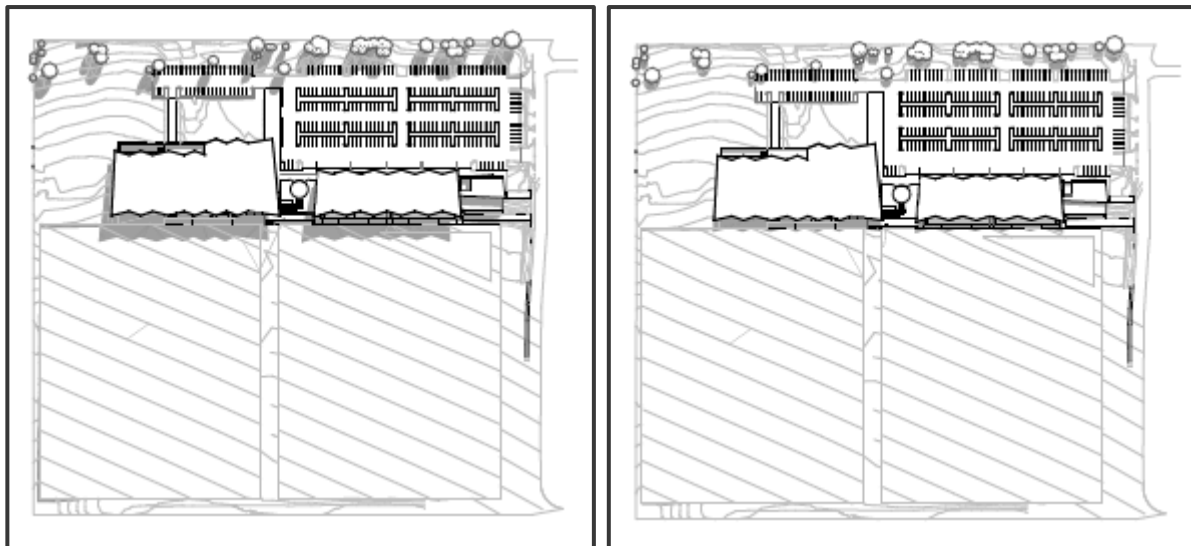
The Department considers the overshadowing impacts during the winter solstice to be acceptable as it would only be a relatively small portion of the fields impacted by shadow for more than three hours and would not result in any significant impacts on the amenity or functionality of the fields.



**Figure 19** | Extent of shadow to fields during winter solstice: 9 am (left) and 1 pm (right) (source: Applicant)



**Figure 20 |** Extent of shadow to fields during autumn equinox: 9 am (left) and 11 am (right) (source: Applicant)



**Figure 21 |** Extent of shadow to fields during summer solstice: 9 am (left) and 11 am (right) (source: Applicant)

## 6.4 Traffic, car parking and access

### Traffic generation

The Applicant submitted a Traffic Impact Assessment (TIA) which included detailed traffic modelling and consideration of the traffic growth rate for 2026 and 2036 road network conditions.

The TIA anticipates the proposal would generate 57 additional vehicle trips during the AM peak period (7:45 am – 8:45 am) and 254 additional vehicle trips during the PM peak period (4:30 pm – 5:30 pm).

The TIA considered whether these additional traffic movements have the potential to impact the operation of the following key intersections in the surrounding road network:

- Stone Mason Drive / Fairway Drive
- Fairway Drive / Windsor Road

- Stone Mason Drive / Memorial Avenue
- Memorial Avenue / Severn Vale Drive
- Memorial Avenue / Windsor Road.

The TIA concluded the surrounding road network is capable of accommodating the additional traffic volumes, with the exception of the Fairway Drive / Windsor Road intersection. The TIA advised SIDRA analysis determined the existing traffic volumes at the Fairway Drive / Windsor Road intersection to currently exceed the available capacity. The TIA noted the upgrade of this intersection to meet current demands may be required irrespective of the proposed development.

The TIA also proposed the following Green Travel Initiatives to reduce the requirement of private car usage during large scale events:

- provision of a shuttle bus service between Kellyville/Bella Vista Stations and the subject site on peak event days, in addition to the existing public bus services.
- drop-off bay provisions, including diverting traffic through the site for drop-off and pick-up movements, and limiting the number of through and right turn movements at intersections that may otherwise impede other traffic flows
- additional temporary bike parking facilities.

TfNSW requested the traffic impact at the intersection of Fairway Drive / Windsor Road be investigated for both existing and future years scenario with and without development, and recommended the Applicant liaise with Council on potential future traffic signals or upgrade works to surrounding intersections.

In response, the Applicant submitted an updated TIA that includes a comparative analysis of the intersection under 2026 conditions both with and without site generated movements, which demonstrated the intersection was failing regardless of the site generated movements. The results from the SIDRA analysis are summarised in **Table 5**.

**Table 5 | Summary of SIDRA analysis**

Intersection	Period	Existing	Existing + Site	2026 Traffic Volumes	2026 Traffic Volumes + Site	2036 Traffic Volumes	2036 Traffic Volumes + Site
		Avg. Delay	Avg. Delay	Avg. Delay	Avg. Delay	Avg. Delay	Avg. Delay
Stone Mason Drive / Fairway Drive	AM	5	5		6		6
	PM	5	6		6		6
Fairway Drive / Windsor Road	AM	64		180	186		
	PM	200+		200+	200+		
Stone Mason Drive / Memorial Avenue	AM						2
	PM						3
	AM			36	36	47	48

The SIDRA analysis (shown in **Table 5**) demonstrates the development is anticipated to result in the following delays during peak conditions:

- 1 second additional delay at Stone Mason Drive / Fairway Drive
- 6 second additional delay at Fairway Drive / Windsor Road
- 2 – 3 second delay at Stone Mason Drive / Memorial Avenue
- 1 second additional delay Memorial Avenue / Severn Vale Drive in peak conditions.

In regard to Memorial Avenue / Windsor Road intersection, the TIA considered the high-level intersection volumes provided in the *Memorial Avenue Upgrade Traffic and Transport Assessment* rather than undertaking an assessment of the existing conditions due to the upgrade works currently underway. The TIA determined the site generated volume equates to between 0.4% and 1.4% of the daily traffic volumes, and therefore, the intersection would be capable of accommodating the demand.

The RtS also provided the following to address TfNSW comments regarding future upgrade works to the intersections:

- Council advised the future upgrade or signalisation of the Kennedy Ave / Windsor Rd intersection is subject to a partnership between Council and TfNSW, which is not progressing at this point in time
- Council is comfortable with the traffic and access arrangements on their local road network and that modelling is not required because of the restrictions in access to the site
- TfNSW completed modelling on the State Road network as part of the EIS for the Memorial Ave upgrade, which considered the playing fields and land uses in the Balmoral Road Release Area (BRRA).

Following a review of the RtS, TfNSW subsequently reiterated its previous comments relating to the shortfall of parking spaces (discussed in the **Parking** section below) and the potential for overflow onto surrounding streets. TfNSW recommended the following conditions of consent, which were accepted by the Applicant:

- the preparation of an Operational Traffic Management Plan (OTMP) prior to occupancy
- the proponent liaise with the Traffic Management Committee regarding any proposed traffic management proposals on event days to mitigate impacts to Memorial Ave and Windsor Road.

The Department issued a request for further information to address potential traffic impacts resulting from event days. In response to the RFI, the Applicant advised that:

- while traffic volumes generated by the site would increase from the existing weekend survey results, both peak event days and weekends are outside typical road network peaks and therefore, the impact on the road is less than typical weekdays
- as the site already operates in a typical match day capacity on weekends, weekend traffic volumes generated by the precinct on typical match days would align with the existing conditions that are currently being accommodated within the road network

- as peak event days are anticipated to occur less than 2% of the year, this is beyond the typical range for assessment and advised a recent 'Open Training Session' with approximately 3,000 people in attendance generated 740 vehicle movements before and after the event, resulting in a peak hourly traffic generation of approximately 370 vehicle movements
- as peak event days would occur outside typical road network peaks and the estimated hourly volumes generated by the events are less than the drop in road network volumes, the surrounding road network could accommodate the additional traffic volumes generated.
- indicative details on the proposed shuttle bus service for peak event days.

The Department accepts the conditions recommended by TfNSW. To further mitigate potential impacts on the road network, the Department also recommends conditions limiting the number of peak events to 5 days per year, the preparation and implementation of an Event Management Plan and the provision of a shuttle bus service to the site on peak event days.

The Department has reviewed the traffic generation associated with the proposal, and considers it would not adversely impact on the existing road network as:

- the surrounding road network is generally capable of accommodating the additional traffic volumes generated by the proposed development with only very minor additional delays, with the exception of Fairway Drive/Windsor Road intersection which is already performing poorly
- SIDRA analysis demonstrates existing traffic volumes at the Fairway Drive/Windsor Road intersection exceeds the available capacity irrespective of the proposed development and the development would only result in a very minor increase in average delay time for forecasted 2026 Traffic Volumes
- the site would have access to major shared pathway routes identified by the Hills Shire Council's Bike Plan, including Windsor Road, Memorial Avenue (to be provided as part of the road upgrade) and local routes providing direct linkages Kellyville Park, which would be further enhanced by the proposed additional connections through the site
- the impact of peak event days would be infrequent with a maximum of 5 days per year and would be mitigated through the implementation of Green Travel Initiatives to reduce the requirement of spectator private car usage during large scale events
- Council and government agencies did not raise concerns regarding traffic generation.

In addition, the Department recommends the following conditions to mitigate and manage traffic impacts:

- the preparation of an Operational Traffic Management Plan (OTMP) prior to occupancy
- the proponent liaise with the Traffic Management Committee regarding any proposed traffic management proposals on event days to mitigate impacts to Memorial Ave and Windsor Road
- limiting the number of peak event days to a maximum of 5 days per year
- preparation of an Event Management Plan, which includes a Traffic and Pedestrian Management Plan addressing traffic impacts associated with Major Event Days and a Shuttle Bus Plan that provides details into the shuttle bus service between Kellyville station and Bella Vista Station
- a shuttle bus service for spectators and visitors to the site must be provided, operated and funded by the Applicant to connect the site with Kellyville Station and Bella Vista Station on peak event days.

The Department’s assessment therefore concludes there is sufficient capacity in the transport network to accommodate the additional traffic movements generated by facility, and that the recommended conditions will appropriately mitigate and manage any potential residual impacts.

## Car parking

The proposal includes the following parking arrangements:

- an additional 40 car parks in a new at-grade car park to the east of the proposed CoE, resulting in 330 on-site car parking spaces
- 1 DDA compliant space
- 7 motorcycle spaces
- 53 bicycle spaces
- end-of-trip facilities in the CoE

The TIA surveys identified an existing provision of 290 spaces with 9 DDA compliant parking spaces. In addition to this, the TIA advised 25-30 parked vehicles could be accommodated on the eastern site frontage (western side of Stone Mason Drive) and a further 25 kerbside parks on the northern side of the internal access road. Overall, the existing on and off-site parking and additional car parking would result in a total of 385 car parking spaces.

The TIA provided estimated parking demands associated with each of the proposed uses (**Table 6**) and considered the existing (on and off-site) and proposed car parking would be capable of accommodating the anticipated peak demands during normal operations.

**Table 6 | Estimated car parking demand (source: Applicant)**

Use	Parking Provision Rate	Weekday Daytime Peak	Weekday Evening Peak	Saturday Peak	Sunday Peak
CoE	0.68 per person	88	61	65	65
CF – Facilities	0.28 per person	13	92	6	14
CF – Matchday	1.42 per player/staff	0	0	284	305
<b>Total</b>		<b>101</b>	<b>153</b>	<b>355</b>	<b>384</b>

However, the TIA advised peak event days may also occur at the site generating up to 2,870 patrons, which would require a parking allowance of 861 spaces based on the typical parking provision rate for events spaces of 0.3 spaces per person. As these events are anticipated to occur up to 5 times annually, the provision of parking to accommodate this peak demand would generally be underutilised.

The TIA anticipates the supply of parking would be made available for players, team staff, admin staff, and others involved with the operation of the site, while spectators would be required to seek alternative means of transport. In consideration of this, the TIA proposed the Green Travel Initiatives (discussed in the **Traffic** section above), such as the provision of a shuttle bus service between Kellyville/Bella Vista Stations and the subject site on peak event days.

TfNSW advised the TIA did not consider the parking demand for spectators during event match day and suggested a shortfall of 476 spaces during peak event days. TfNSW requested additional details into the proposal for a shuttle bus service and recommended a management plan to communicate the shortfall of parking and detail available options for parking and access.

The public objection identified insufficient car parking and the associated amenity and safety concern as a key issue.

In response, the Applicant reiterated the proposed green travel initiatives and recommended a management plan that details how traffic and parking would be controlled during peak events be prepared for inclusion within site operational guidelines.

TfNSW subsequently reiterated its previous comments relating to the shortfall of parking spaces during the peak event days and the potential for an overflow to occur on the surrounding streets. TfNSW requested how it will be ensured that the shuttle bus service will be undertaken by the Applicant. TfNSW recommended the following conditions of consent:

- the preparation of an Operational Traffic Management Plan (OTMP) prior to occupancy
- the proponent liaises with the Traffic Management Committee regarding any proposed traffic management proposals on event days to mitigate impacts to Memorial Ave and Windsor Road.

The Department notes the implementation of the shuttle bus service is capable of being conditioned as part of any approval and accepts the conditions recommended by TfNSW.

The Department issued a request for further information to address matters parking management, particularly on peak event days.

In response to the RFI, the Applicant advised that car parking impacts for the 'Open Training Session' were managed through the temporary use of Balmoral Park Reserve for overflow car parking and traffic control measures identified following consultation with Council and The Hills Police Area Command. The Applicant provided advice from Council stating they would consider the temporary use of the Balmoral Park Reserve to accommodate overflow demand for other peak events on a case-by-case basis.

The Department considers the proposed car parking acceptable as:

- the typical weekday and weekend peak demands would be accommodated by existing on and off-street car parking and the proposed car park expansion.
- the impact of the car parking shortfall for peak event days would be infrequent with a maximum of 5 per year and would be mitigated through initiatives such as a shuttle bus, drop-off bays and additional temporary bike parking facilities
- Council did not raise concerns regarding car parking and advised they would consider the use of Balmoral Park Reserve as temporary parking for peak events on a case-by-case basis.
- the proposal results in a compliant number of accessible car parking spaces, with 9 existing spaces and 1 additional proposed.
- 53 bicycle parking spaces would assist in reducing the demand for car parking

The Department accepts TfNSW conditions and recommends the following additional conditions:

- the provision of 40 car parking spaces, including 1 additional accessible space, 7 motorbike parking spaces and 53 bicycle parking spaces with end-of-trip facilities

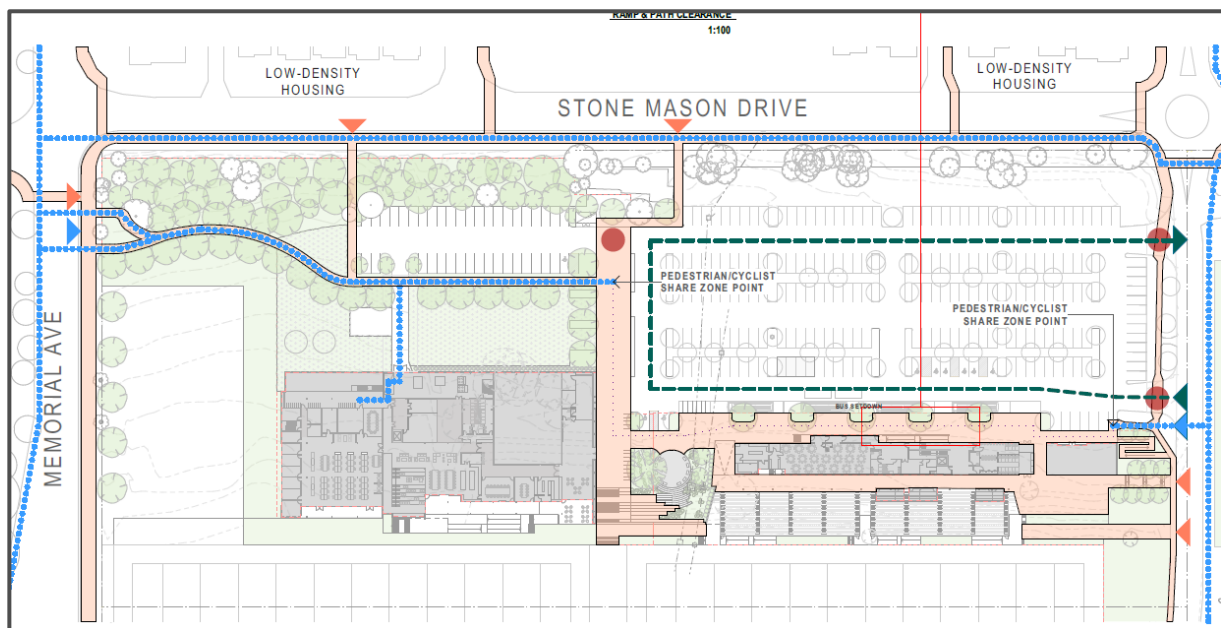
- limiting the number of peak event days to a maximum of 5 days per year
- preparation of an Event Management Plan for events with 1,500 attendees or more, which includes a Parking Management Strategy, including consultation with Council regarding the use of the Balmoral Road Reserve, a Traffic and Pedestrian Management Plan and a Shuttle Bus Plan that provides details into the shuttle bus service between Kellyville station and Bella Vista Station
- a shuttle bus service for spectators and visitors to the site must be provided, operated and funded by the Applicant to connect the site with Kellyville Station and Bella Vista Station on peak event days
- preparation of a safety audit prior to the commencement of peak event days and again 12 months post commencement peak event days.

The Department concludes the proposed car parking is adequate, subject to the recommended conditions.

### Access

The proposed development has a frontage to a classified road (Memorial Avenue), and therefore is subject to assessment under Clause 2.119 of the SEPP (Transport and Infrastructure) 2021.

The proposal does not involve any additional vehicle crossovers, with access to the site to remain via the internal road off Stone Mason Drive (as shown in **Figure 22**). The additional 40 car parks would be accessed via an extension from the existing car park.



**Figure 22 | Site access** (source: Applicant)

Pedestrian traffic access is proposed to be provided from Memorial Avenue, Stone Mason Drive and the internal site road.

TfNSW advised the development should be consistent with the TfNSW's Memorial Avenue Upgrade project including vehicular connectivity and that all vehicle access to the site should be provided from local road network. Council raised no issues relating to access to the site.



As part of the RtS, the Applicant confirmed the TIA has been prepared in accordance with the Memorial Avenue Upgrade and all vehicle access to the site is to be via Stone Mason Drive, which is the local road along the site's eastern boundary.

The Department considers access to the site to be acceptable as vehicle access would be via the local road (Stone Mason Drive) and would not impact the safety, efficiency or ongoing operation of the classified road.

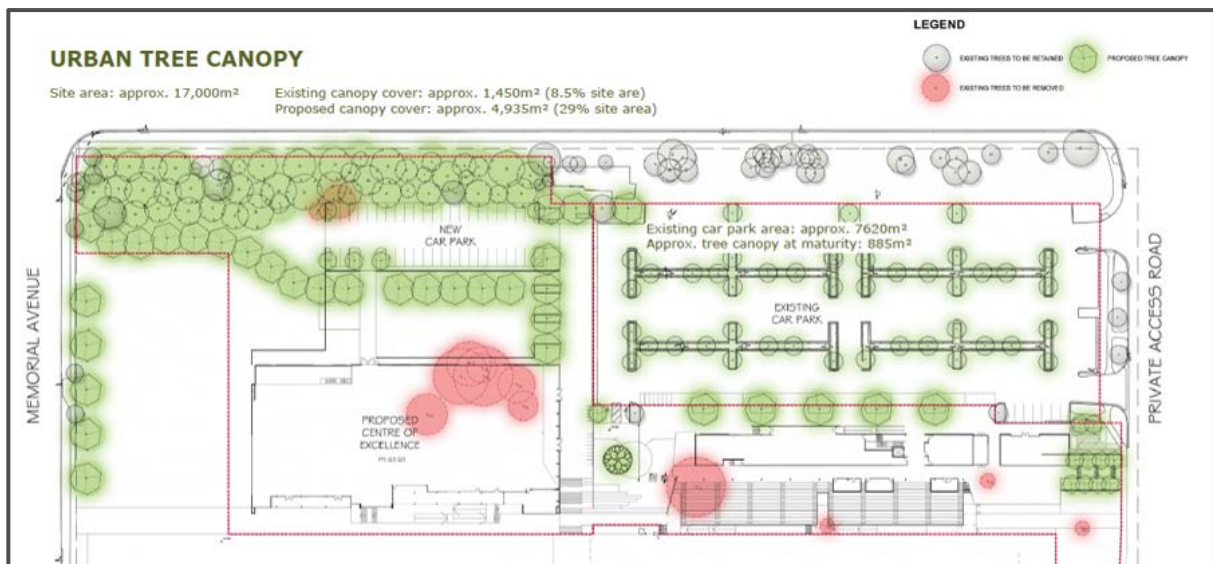
The Department therefore concludes the proposed access arrangement is adequate as sufficient spaces are provided and would not result in adverse traffic generation impacts on the surrounding road network.

## 6.5 Public domain and landscaping

The proposed public domain and landscaping includes the removal of existing trees, additional trees (both locally endemic and non-endemic species) and landscaping. The primary components of the landscape design are the compensatory planting area and the Bidyigal Meeting Space area.

The Landscape Concept Plan identifies a 2000 m<sup>2</sup> dedicated compensatory planting area north and east of the proposed new car park (**Figure 23**) for the purposes of replacement planting of locally endemic tree species and providing screening to the residential properties opposite the site.

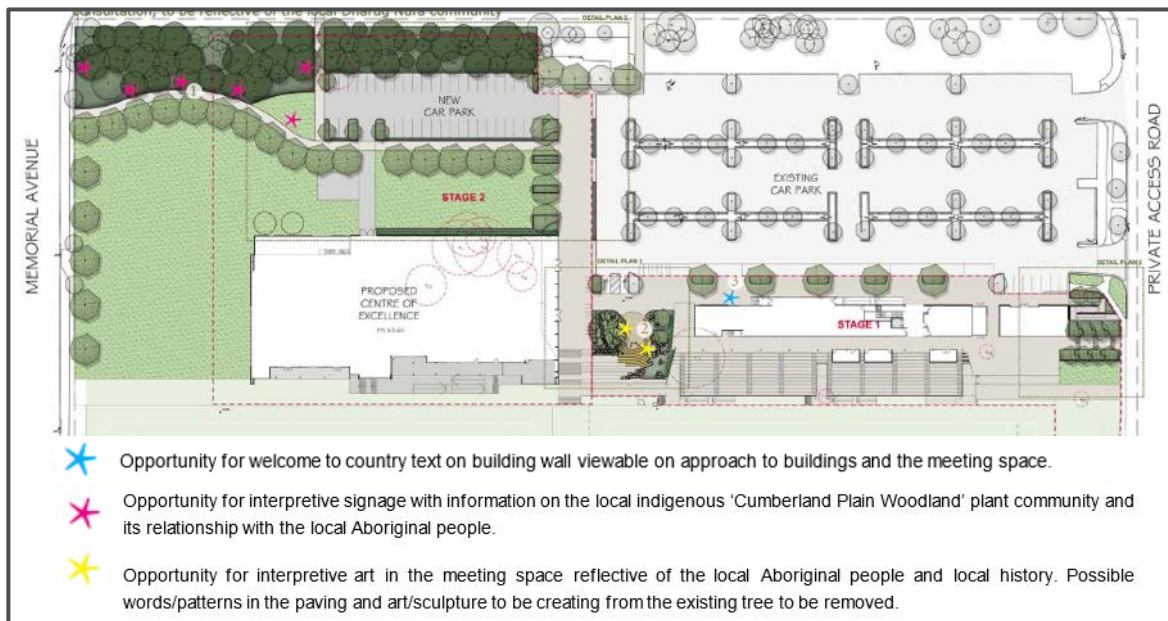
Overall, the development would involve 88 replacement trees being planted, resulting in 75 additional trees planted across the site and a tree canopy of approximately 24.76 % of the development area. Tree removal and biodiversity are considered in **Section 6.5** below.



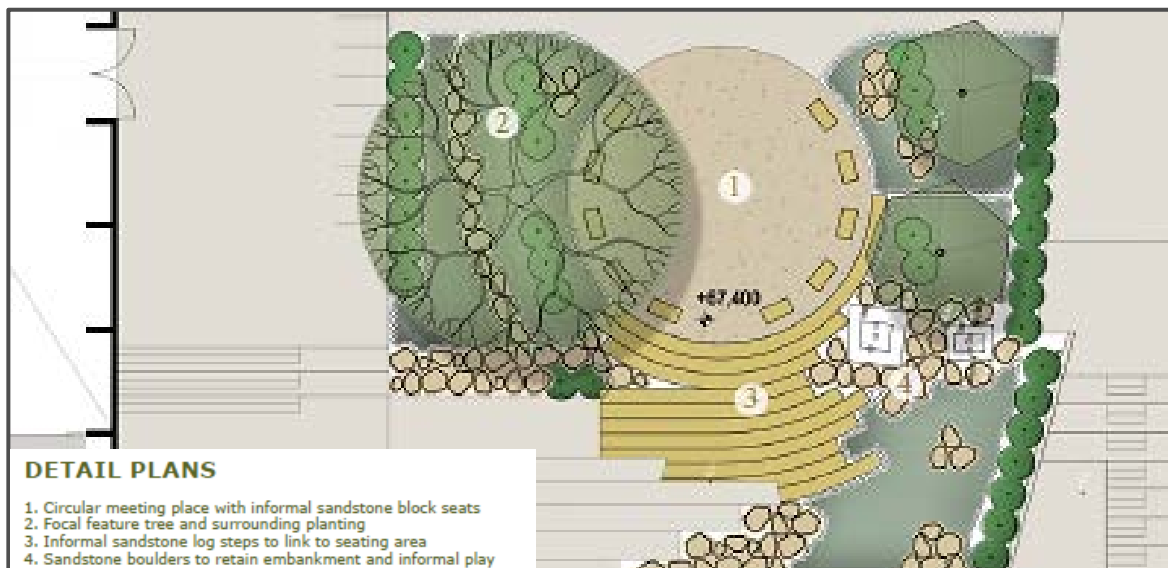
**Figure 23 | Urban tree canopy (source: Applicant)**

The proposal's interpretation of Connecting with Country informs the landscape design. The Applicant's Designing with Country Implementation Framework identified design features including the landscape design (**Figure 24**) and the Bidyigal Meeting Space (**Figure 25**). The Bidyigal Meeting Space is proposed to be located between the CoE and CF buildings (as shown in **Figure 25**) and would comprise of the following features:

- a Welcome to Country etched into the concrete, which is to be designed in partnership between the Dharug community and First Nations players following the formation of the PNRL First Nations Working Group
- a Scar Tree pole/artwork made from one of the existing trees proposed for removal
- the meeting place circle which will form the site's central congregation space. The area will incorporate Dharug language on the ground and sandstone block seats
- landscaping in this area is proposed to be undertaken by a First Nations landscaping business to utilise the Dharug/First Nations knowledge in the design and plant species selection.



**Figure 24 | Connecting with Country Landscape Design (source: Applicant)**



**Figure 25 | Detail design of Bidyigal Meeting Space (source: Applicant)**

The Department and GA NSW requested the Applicant consider the opportunity to incorporate an informal children's play area within the Meeting Place, which is integrated with the landscape design and the themes being developed in consultation with the traditional owners to enhance public benefits.

In response, the Applicant provided comments from iScape, Ngurra, and HB Architecture, stating the inclusion of a play element in this area was not supported. The primary rational being that it would alter

the cultural significance of the planned meeting space, which has been designed to encourage conversations amongst participants using a circular form that is central to Dharug communication approaches. The Department has carefully considered the response and accepts the justification to maintain the meeting place as an area of passive reflection.

The Department considers the proposed public domain and landscaping acceptable as:

- the retained vegetation, proposed landscaping and replacement planting would minimise the building bulk and scale from the residential properties opposite Stone Masons Drive
- it would provide additional planting of species from the locally indigenous Cumberland Plain Woodland PCT and retain existing vegetation along Stone Masons Drive
- while 13 trees are proposed to be removed, the replacement planting would result in an increase in tree canopy across the site once matured
- it softens the appearance of the proposed building, offering improved amenity for visitors by providing natural settings, seating, and places for socialising.

The Department recommends a condition requiring the preparation of a detailed Landscape Plan that is generally consistent with the approved Landscape Plans and informed by the recommendations in the Designing with Country Implementation Framework and Arborist Report.

The Department therefore concludes the proposed public domain and landscaping acceptable, subject to the recommended condition.

## 6.6 Tree removal and biodiversity

The Applicant submitted an Arboricultural Impact Assessment (AIA) that identified the development would require the removal of 13 trees of varying significance, including 5 of high significance, 3 of medium significance and 5 of low significance.

The AIA confirmed the compensatory planting area north and east of the proposed new car park (**Figure 23**) would be capable of accommodating 48 new trees of similar mature dimensions to those being removed. The AIA also advised an additional 40 new trees (both locally endemic and non-endemic trees) would be planted in other areas across the site.

The AIA advised the proposed tree removal is estimated to result in loss of approximately 800 m<sup>2</sup> of canopy coverage comprising introduced, non-local native and locally endemic tree species. While replacement planting is estimated to achieve a canopy coverage of approximately 4,210 m<sup>2</sup> at maturity (approximately 24.76% of the development area (previously 8.5%)).

The Applicant also submitted a BDAR, which stated the native vegetation extent occupies approximately 0.14 ha (7%) of the subject site, with approximately 0.08 ha of remnant native vegetation and 0.06 ha of planted native vegetation. The remaining portion of the site was identified as comprising cleared land (1.01 ha) and exotic woody vegetation and grasslands (0.62 ha).

The BDAR concluded the development would directly impact approximately 0.08 ha of the Cumberland Shale Plains Woodland Plant Community Type (PCT).

The Department notes this PCT is listed as a threatened ecological community under the EPBC Act. However, as discussed in the BDAR, the occurrence of the PCT within the site does not conform to the EPBC Act listed community on the basis it does not meet the condition thresholds described in the

Listing Advice (patch size of the ecological community is less than 0.5 ha). The BDAR determined the removal of the native vegetation within the site would require 1 ecosystem credit to offset impacts to this PCT.

The BDAR did not identify any threatened flora or fauna species that are considered as species credit species within the site, and as such no species credits species were identified as being required.

EHG requested the Applicant amend the BDAR to consider BioNet records within 5 km of the subject land including additional Ecosystem Credit Species (ECS) and Species Credit Species (SCS). EHG advised the mitigation measures included in the BDAR were supported and recommended the following also be considered to improve tree canopy cover and connectivity of the site:

- opportunities for increased canopy cover
- increasing tree pot sizes to a minimum of 45L (from 25L) in 'tree replacement planting areas' and 100L (from 25) in 'general areas'
- the reuse of native trees proposed to be removed to enhance habitat within the proposed replanting/regeneration area.

In response, the Applicant advised a review of the BioNet Atlas records was undertaken to identify species recorded within 5 km of the subject land and that relevant species identified as ECS and SCS were included in a revised BDAR and the Biodiversity Assessment Method Calculator (BAMC).

However, the Applicant advised that some species identified within the BioNet Atlas have not been assessed further within the BDAR on the basis the project is being assessed under the Streamlined Assessment Module (small areas), candidate species credit species that are not at risk of a Serious and Irreversible Impact (SAII) and are not incidentally recorded on the subject land do not require further assessment.

EHG advised that while updated BDAR does not fulfill the technical requirements of the BAM (as discussed in **Section 4.5**), the absence of individuals of the SCS on the subject land fulfills the required intent of these sections of the BAM. EHG recommended the following conditions:

- 1 ecosystem credit for PCT 849-Cumberland shale plains woodland must be retired prior to the commencement of any works that will impact on biodiversity values, including the clearing of vegetation
- all mitigation and management measures identified in the BDAR prepared by Cumberland Ecology dated 29th July 2022 (Final Report v2) are to be implemented
- the northern setback of the CoE is to incorporate additional canopy tree planting at ratio of no less than 1 tree per 50 m<sup>2</sup> and from the Cumberland shale plains woodland plant community type with a minimum container size of 75 L
- tree replacement planting must be undertaken in accordance with the Landscape Design Report and plans prepared by iscape Landscape Architecture (revision A, dated 29 July 2022) with tree species, pot size and diversity/number of replacements in accordance with the Planting Schedule within the Landscape Plans
- all trees not specifically identified on the approved plans for removal are to be retained and protected throughout the life of the development.

The Department notes the northern setback is beyond the site boundary and planting within this area would require consent from Council as the landowner, who have indicated this area may be subject to future development.

The Department considers the proposed tree removal and biodiversity impacts are acceptable as:

- while the proposal would require the removal of 13 trees, the replacement planting strategy would result in a total of 88 replacement trees being planted, resulting in a minimum of 75 additional trees planted across the site
- while the proposal would not incorporate planting in Kellyville Park's setback to Memorial Avenue, the additional trees would significantly increase the tree canopy cover onsite from approximately 8.5% to 24.76%
- none of the trees that would be removed are of heritage significance
- while the proposal would result in some removal of native vegetation, the Department is satisfied the impact has been minimised and avoided where possible, and any residual impacts would be offset by planting new trees and vegetation and the purchase of biodiversity credits
- the trees to be retained would be managed in accordance with recommendations detailed in the AIA, including development of a specific tree protection plan, monthly site inspections and protection of trees in accordance with relevant Australian standard
- biodiversity impacts would be managed in accordance with management measures detailed in BDAR, including assigning an experienced, suitably qualified and licenced wildlife expert to undertake pre-clearing survey and clearing supervision all vegetation in relation to the proposed development

In addition to the conditions recommended by EHG, the Department recommends the following additional conditions:

- trees proposed to be retained must be managed in accordance with recommendations detailed in the AIA
- a specific tree protection plan must be included in the project's construction environmental management plan (CEMP)
- the reuse of native trees to be removed within the proposed replanting/regeneration area
- the CEMP must include the management measures detailed in the BDAR.

The Department considers the proposed tree removal and biodiversity impacts are acceptable, subject to the recommended conditions.

## 6.7 Noise impacts

As discussed in **Section 1.2**, the site is currently used by the public and community sport teams, comprising cricket nets, basketball and netball courts, a baseball field and rugby/football pitches

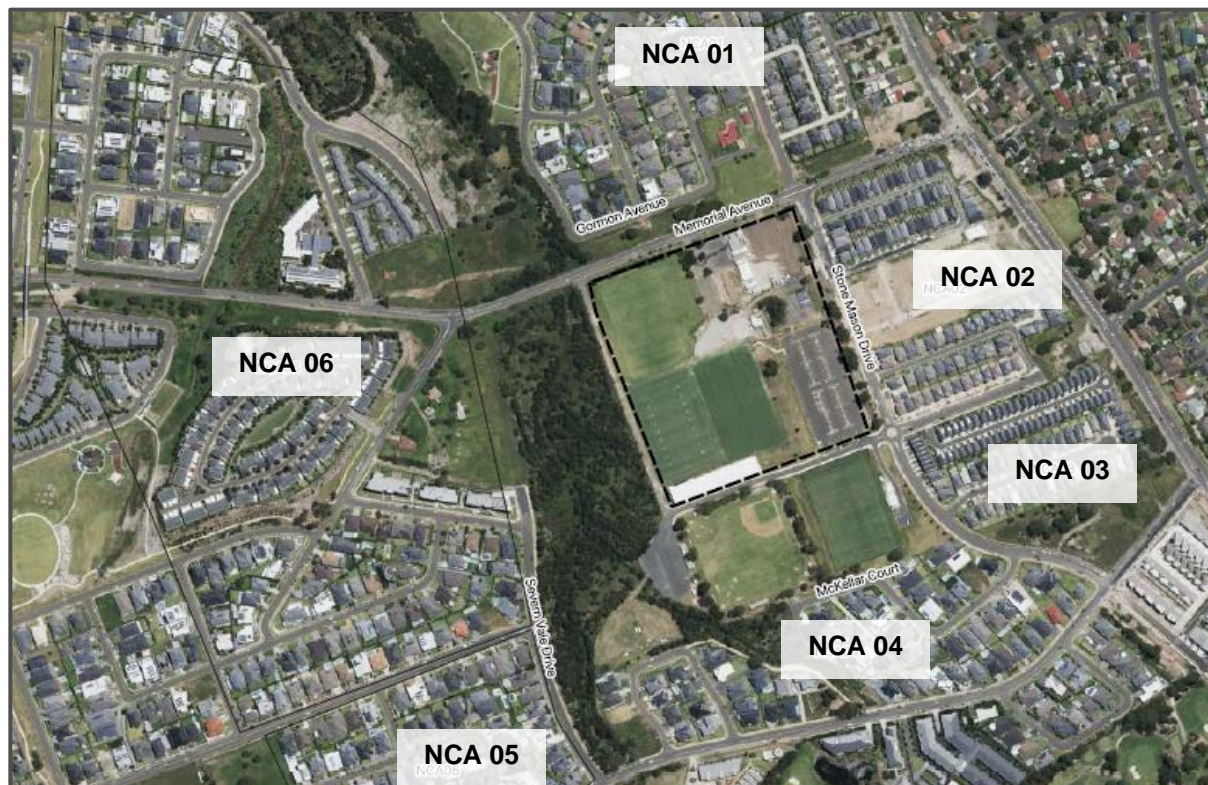
The proposed hours of operation vary in documentation, with the EIS identifying 6 am to 10:30 pm and the Noise and Vibration Assessment (NVA) identifying 5 am to 12 am with key times as being 7 am to 7 pm for the CoE and 7 am to 10 pm for the CF. The Event Plan of Management submitted with the application comprised recommendations for noise management including:

- operation of indoor facilities limited to 5 am – 10 pm
- operation of outdoor areas limited to 8 am – 10 pm
- management controls should be utilised to manage patron departure
- no PA prior to 8 am.

The RtS confirmed the proposed hours are Monday to Friday 5 am to 12 am and weekends / public holidays 6 am to 12 am for both the CoE and the CF.

The NVA provided a preliminary assessment of operational noise resulting from the proposal and to demonstrate noise criteria could be achieved with appropriate controls.

The NVA advised the predominant operational noise consideration for the development would be associated with sporting events, car park noise and the mechanical plant and identified noise catchment areas (NCAs) as shown in **Figure 26**. This determined the site was within close proximity of sensitive noise and vibration sensitive land uses, including residential receivers located on Gormon Avenue, Stone Mason Drive and McKellar Court.



**Figure 26 | Noise Catchment Areas (source: Applicant)**

As the proposed development would host sporting events of varying scale, the NVA considered three scenarios representative of events at the facility. The 'normal operations' scenarios were assessed against the Noise Policy for Industry (NPI) criteria, while 'event scenario 1 and 2 comprised of an Environmental Noise Control Manual (ENCM) assessment. It is noted the noise assessment of each scenario includes the car park, mechanical plant and sporting related noise.

A description of each scenario and the conclusions from the assessment are provided below:

- **Normal operations** comprise of day-to-day use of the development, including the car park and mechanical services use of the fields by the Parramatta Eels for training and use of the fields and facilities in line with pre-existing operations (including community sport).

The NVA determined the normal operations would comply with the NPI criteria during the daytime, evening and night-time periods at the most sensitive receiver within each NCAs.

- **Event scenario 1** comprises Parramatta Eels Pathway Game Day, which would be less frequent than normal operations, typically occurring on Saturday and Sunday, with an expected capacity of

up to approximately 695 people. These games form part of the existing operations of the site and are not considered a new or additional operational noise source.

The NVA determined the Event scenario 1 would comply at all NCAs during the daytime and evening periods and would not occur at night-time.

- **Event scenario 2** comprises the Elite Level Game Day, which would be occur up to 5 days per year with a maximum capacity of 2,870 people.

The NVA determined the Event scenario 2 would exceed the ENCM criteria during the daytime at NCA 4 and 6 by 1 dB - 2 dB and the evening at NCAs 1, 4, 5 and 6 by 2 dB - 8 dB. This scenario would not occur at night-time.

The Applicant advised Elite Level Games are not currently anticipated to occur in the evening period; however, this may change in the future.

The NVA advised that while event scenario 2 would result in potential exceedances of the screening criteria, these events would be subject to an Event Management Plan developed in consultation with and approved by Council and recommended noise management measures to minimise potential impacts, including:

- minimising the number of higher noise events
- marshalling to usher visitors onto the site encouraging quiet arrival and departure
- provision of alternative transportation (such as shuttle buses).

Council raised no concerns with noise impacts.

The Department considers noise impacts for normal operations and event scenario 1 acceptable as noise levels are below the criteria at all receivers and would not be an additional operational noise source.

While event scenario 2 would exceed criteria during the daytime (by 2 dB at NCA 4) and the evening (by 8 dB at NCA 1, 4, 5 and 6) these events would be infrequent (occurring a maximum of 5 days a year) and potential impacts could be mitigated by the implementation of noise management measures.

To ensure operational noise is effectively managed, the Department recommends hours of operation be restricted to the hours specified in **Table 7** in addition to no PA prior to 8 am.

**Table 7 | Recommended hours of operation**

Land use/ Activity	Hours of Operation
<b>Centre of Excellence</b>	
Offices, general administration, security:	24 hours
Indoor facilities:	5 am to 12 am
Outdoor facilities:	6 am to 10:30 pm
<b>Community Facility</b>	
Offices, general administration, security:	24 hours

Indoor facilities:	6 am to 12 am
Outdoor facilities:	6 am to 10:30 pm

Overall, the Department considers the operational noise impacts acceptable as:

- noise levels for normal operations would be below the NPI criteria during the daytime, evening and night-time periods at the most sensitive receiver within each NCAs.
- event scenario 1 at all receivers are not an additional operational noise source and would comply at all NCAs during the daytime and evening periods.
- while event scenario 2 would exceed criteria during the daytime and the evening, these events would be infrequent and potential impacts could be mitigated by the implementation of noise management measures and conditions of consent.
- Council and the EPA raised no concerns about potential noise impacts.

The Department also recommends a suite of conditions to appropriately mitigate and manage the residual impacts of the proposal, including:

- preparation of an Operational Noise and Vibration Management Plan (ONVMP), including a noise monitoring program, a complaints handling procedure and a community consultation procedure used after events to obtain additional information relating to noise impact
- preparation of an Event Management Plan that includes details into the number and type of events and activities per year and projected spectator numbers.
- the hours of operation must be as specified in **Table 7** with no PA is permitted prior to 8 am
- Major Event Days are limited to a maximum of 5 days per year
- maximum number of persons (including staff and patrons) permitted at the facility during Major Event Days at any one time is 2,870 persons.
- a shuttle bus service for spectators and visitors to the site must be provided, operated and funded by the Applicant
- Standard noise conditions, such as the operation, maintenance and noise control of plant and equipment.

The Department’s assessment therefore concludes the operational noise impacts are acceptable, subject to the recommended conditions.

## 6.8 Other issues

The Department’s consideration of other issues is provided in **Table 8**.

**Table 8 | Department’s assessment of other issues**

Issue	Findings	Recommendations
<b>Lighting impacts</b>	<ul style="list-style-type: none"> <li>• The proposal involves the expansion of existing lighting systems and new façade lighting, external (general security) lighting at the building perimeter, new car park lighting and functional lighting throughout the interior spaces.</li> </ul>	<p>The Department recommends:</p> <ul style="list-style-type: none"> <li>• Preparation of a detailed Lighting Plan</li> </ul>



- A Light Spill Report was submitted with the application that provided an assessment into the existing sports lighting system and the proposed development against lighting guidelines.
- The Light Spill Report noted all external lighting systems would be designed and installed in accordance with AS4282: 2019 - Control of the obtrusive effects of outdoor lighting.
- Overall, the Light Spill Report advised design of the proposal and the calculated results of the proposed new lighting would achieve the design goal to limit spill illumination to the surrounding neighbourhood.
- The Department recommends conditions requiring all lighting complies with relevant Australian Standards and preparation of a detailed Lighting Plan, to ensure impacts are minimised without reducing safety.
- The Department considers the proposed lighting would not have an adverse impact on the adjacent properties, subject to conditions.
- Lighting must comply with AS4282: 2019 - Control of the obtrusive effects of outdoor lighting.

### Construction Impacts

- The Applicant addressed construction impacts in its EIS and RtS, which were accompanied by a Preliminary Construction Environmental Management Plan (CEMP), Air Quality Report, a NVA and TIA.
  - The Department notes the proposed construction staging and management strategies would mitigate and manage noise, vibration, dust, soil, water, works zones, waste management and other construction impacts.
  - The Department is satisfied the construction impacts can be appropriately managed subject to relevant conditions of consent.
- The Department recommends:
- Implementation of recommendations of the NVA.
  - Preparation and submission of a CEMP and CNVMP.
  - Standard hours of construction.
  - Preparation and submission of a CEMP and CTMP prepared in consultation with TfNSW and Council.
  - The implementation of the recommendations of the AQOA
  - An Air Quality Management Plan form part of the CEMP

### Flooding

- The Applicant submitted a Flood Impact Assessment (FIA), which concluded the proposed development is not affected by creek flooding from Strangers Creek up to and including the PMF flood event and the only area affected by PMF flooding is 1.3 ha along the western boundary of Kellyville Park with a peak flood depth up to 500 mm.
  - The FIA advised the minimum finished floor level (FFL) for both buildings are above the requirements of Flood Planning Level 1 (FPL1), corresponding to a 5% AEP flood event. The FIA recommended a flood emergency management plan be prepared prior to occupation of buildings.
- The Department recommends:
- Compliance with the FPL 4 in the RTS
  - The implementation of the recommendations of the FIA
  - Preparation and implementation of a Flood Risk Management Plan

- The FIA also concluded the proposed development would not result in adverse flood impacts to adjoining properties for the flood conditions up to and including the 0.2% AEP flood event.
- EHG advised FPL3 or higher should be adopted as the development includes sensitive uses and educational facilities and requested maps that show the impacts of the development on flood behaviour in the PMF event be provided.
- A public submission raised concern with existing flooding on the baseball fields. The Applicant advised the proposal would not result in an increase in flooding to the area.
- As part of the RtS, the Applicant provided the PMF flood maps and amended the FFLs to achieve FPL4, as follows:
  - CoE: 67.8 m AHD, which is 200 mm above 1 % AEP flood level and equal to the PMF level
  - CF: 68.25 m AHD, which is 450 mm above the PMF level
- EHG advised the RtS has resolved matters previously raised.
- The Department considers the proposal is acceptable with regards to flooding because all buildings (FFL CoE: 67.8 m AHD and CF: 68.25 m AHD) would be located above the 1 % AEP flood level (67.6 m AHD) and PMF level (67.8 m AHD).
- The Department recommends a condition requiring the preparation of a Flood Risk Management Plan.

and Site Emergency Flood Response Plan

#### Stormwater

- The Applicant submitted an Integrated Water Management Plan (IWMP).
- The IWMP included advice from Council which confirmed the following:
  - on-site detention would not be required where the drainage proposed to act as the points of discharge are demonstrated to have sufficient capacity to cater for the design flows from the minor storm event
  - the treatment of the stormwater runoff generated on site is not required due to planned water quality treatment works within the existing online basin along Strangers Creek.
- The IWMP confirmed the proposed points of discharge had sufficient capacity to service each catchment.
- Additionally, the IWMP advised an existing 900 mm diameter Council drain traversing east to west through the site was also confirmed to have spare capacity to act as an optional point of discharge where required. Therefore, no onsite detention is required.
- In regard to overland flow, the IWMP advised the 900 mm diameter Council drain has been designed to convey the 10-year ARI storm event without surcharge and an overland flow path has been provided between the two proposed buildings to safely convey overland flow associated with larger events or blockage scenarios.
- The IWMP stated stormwater harvesting tanks would be provided to each of the new buildings to capture runoff from the roof areas and reuse onsite for toilet flushing and landscape irrigation.
- The Department recommends conditions for the management of stormwater, including requiring the stormwater system be design in accordance with the recommendations detailed in the IWMP.

The Department recommends:

- The implementation of the recommendations of the IWMP

- The Department concludes the proposal would not result in any adverse stormwater impacts, subject to the recommended conditions.

**Contamination**

- The EIS included a Detailed Site Investigation (DSI) with Limited Sampling, which found there is a low potential for contamination associated with fill at the site and the demolition of previous buildings.
- To appropriately manage any unexpected potential contamination, the DSI recommended the following:
  - an Unexpected Finds Protocol be developed prior to the commencement of works on site
  - following removal of the demountable buildings and the Daracon Compound (including the existing road base) the compound site is inspected and tested, and if required remediated to the same standard as the rest of the site.
- The EPA raised no concerns about contamination.
- Based on the findings of the DSI, the Department considers the site is suitable for the use, and that any potential contamination and hazardous materials can be managed in accordance with the recommendations detailed in the DSI.
- The Department considers the potential contamination impacts are acceptable, subject to the recommended conditions.

The Department recommends:

- The implementation of the recommendations of the DSI

**Geotechnical impacts**

- The Applicant submitted a Geotechnical Investigation (GI), which concluded the proposal could be constructed on the site provided normal engineering controls and standard industry practices are carried out.
- The GI noted that at the time of investigation the northern portion of the CoE building and new car park were occupied by a contractor compound and advised additional investigations would be required at a later stage.
- Sydney Water requested further details are provided to ensure the proposed development work has no impact on the dam wall of Basin 35 and confirmation whether the development would require direct stormwater discharge into Stranger Creek.
- The RtS confirmed no works are proposed near the Strangers Creek Reserve or Basin 35 and would not have an adverse impact on the existing dam wall of Basin 35, and no new direct stormwater connections are proposed to Sydney Water Drainage assets.
- Sydney Water advised they had no further comments; however, reiterated that no new earthworks or building works should have an adverse impact on the dam wall of Sydney Water's Basin 35.
- The Department recommends a condition requiring all recommendations in the GI be implemented throughout the course of the works and standard conditions to ensure site stability impacts are managed and that the dam wall of Basin 35 is not impacted.
- The Department concludes geotechnical issues are acceptable.

The Department recommends:

- The implementation of the recommendations of the GI
- Preparation of a report demonstrating that the proposed methods of support and construction are suitable for the site and would not result in any damage to the dam wall of Sydney Water's Basin 35 or any other adjoining premises
- Standard site stability conditions

**Waste management**

- An Operational Waste Management Plan (OWMP) was submitted, which outlines the proposed provisions and procedures for operational waste management. This includes measures to maximise recycling and food waste diversion.

The Department recommends:

- Each building is proposed to have separate refuse enclosures, with:
    - the CoE refuse storage would be located on the upper level of north-eastern side of the building
    - the CF refuse storage would be located in two areas, with one adjacent to the CF and the other at the north-eastern side of the proposed carpark.
  - The OWMP recommends a service frequency of 7 days per fortnight, which would provide a maximum of 2 days of storage for each waste stream.
  - The Department recommends a condition requiring an OWMP that includes all recommendations in the preliminary OWMP be submitted to the certifier and that all bin store areas are sufficiently screened from view, including the store area located north-eastern side of the proposed carpark.
  - The Department is satisfied the OWMP would appropriately manage the handling and disposal of waste from the site, subject to the recommended conditions.
- Preparation and implementation of an OWMP that includes the recommendations of the OWMP submitted with the EIS.
  - All bin store areas are to be screened from view, including the store area located north-eastern side of the proposed car park.

**Heritage**

- The Applicant submitted an Aboriginal Cultural Heritage Assessment Report (ACHAR) with the application.
- The ACHAR found that there was low likelihood of the site having Indigenous archaeological potential.
- The Applicant also submitted a Statement of Heritage Impact (SHI), which advised there are no listed heritage items within or adjacent to the site.
- The ACHAR did not consider any further Aboriginal heritage investigation necessary. However, recommended an Unexpected Finds Protocol form part of the approval conditions and a copy of the ACHAR be forwarded to the Registered Aboriginal Parties for their review.
- The Department's assessment concludes the proposal would not result in any built or Aboriginal cultural heritage impacts, subject to the recommendations of the ACHAR and the SHI.

The Department recommends:

- The implementation of the recommendations of the ACHAR and SHI.
- Unexpected Finds Protocol.

## 7 Evaluation

The Department has reviewed the EIS and RtS, and assessed the merits of the proposal, taking into consideration advice from the SDRP, Government agencies, Council and issues raised in public submissions.

The Department has considered all relevant matters under section 4.15 of the EP&A Act, the objects of the EP&A Act and the principles of ESD (as outlined in **Appendix C**).

The Department considers the proposal is acceptable as:

- the proposal is consistent with the objectives of the RE1 zone as it enables land to be used for recreational purposes and provides a range of activities and compatible uses
- the proposal is consistent with the objectives of the Greater Sydney Region Plan and Central City District Plan as it would deliver an important piece of sporting infrastructure with associated administration facility and a community facility that will help foster healthy and socially connected communities
- the proposal is consistent with Council's adopted Landscape Master Plan for Kellyville Park, which identifies the site as the premier sports facility in the Hills Shire for rugby league, as it would provide a community facility and high-performance sports centre and facilitate recreational pursuits in the community for both organised and informal activities
- it would enhance the community use of the site through improved facilities for community sport groups and the broader community with the capacity to host various sporting events and programs
- it would replace the existing Parramatta Eels demountable facilities in Kellyville Park.
- the proposal has a high standard of architectural design, materials and detailing appropriate to the building type and location
- the scale and design proposal would be acceptable as both buildings are designed to be integrated into the topography of the site to minimise visual impacts when viewed from the residential properties to the east and would be further softened by the retained vegetation, proposed landscaping and replacement planting
- the development would not result in any overshadowing impacts, view loss or any other amenity impacts on the surrounding area
- while the site/proposal is constrained for on-site car parking for major event days, the Department has recommended a suite of conditions to mitigate and manage car parking impacts including:
  - limiting large-scale events to five days per year
  - requiring an Event Management Plan for events with 1,500 attendees or more, an Operational Traffic Management Plan, Operational Management Plan, Travel Plan,
  - the implementation of Green Travel Initiatives to reduce the requirement of spectator private car usage, such as a shuttle bus, drop-off bays and additional temporary bike parking facilities
  - measures to prevent on street car parking in surrounding streets.
- the typical weekday and weekend peak car parking demands could be accommodated within existing on and off-street parking and the proposed car park expansion
- the surrounding road network is capable of accommodating the additional traffic volumes generated by the proposed development with only very minor additional delays

- noise and traffic impacts resulting from Major Event Days would be limited to a maximum of 5 days per year and would be mitigated through conditions
- while the proposal would require the removal of 13 trees, the replacement planting strategy would result in a total of 88 replacement trees being planted, resulting in a minimum of 75 additional trees planted across the site and the purchase of biodiversity credits
- it is expected to create approximately 100 construction jobs and an additional 114 operational jobs.

The Department's assessment therefore concludes the development is in the public interest and recommends the application be approved, subject to the recommended conditions.

## 8 Recommendation

It is recommended that the Director, Key Sites Assessments, as delegate of the Minister for Planning:

- **considers** the findings and recommendations of this report
- **accepts and adopts** all of the findings and recommendations in this report as the reasons for making the decision to grant to the application
- **agrees** with the key reasons for approval listed in the notice of decision
- **grants consent** for the application in respect of SSD 24452965, subject to the conditions in the attached development consent
- **signs** the attached development consent/project approval and recommended conditions of consent/approval (**Appendix D**).

**Recommended by:**



**Lucinda Craig**  
Planning Officer  
Key Sites Assessments

**Recommended by:**



**Cameron Sargent**  
Team Leader  
Key Sites Assessments

## 9 Determination

The recommendation is **Adopted / Not adopted** by:



11 November 2022

**Anthony Witherdin**

Director

Key Sites Assessments



# Appendices

## Appendix A – List of referenced documents

The supporting documents and information to this assessment report can be found on the Department's website, as follows:

<https://www.planningportal.nsw.gov.au/major-projects/projects/eels-centre-excellence-community-sports-hub>

## Appendix B – Community Views for Draft Notice of Decision

**Table 9 |** Department's consideration of community views

Matters Raised	Consideration
<p><i>Council Matter:</i></p> <ul style="list-style-type: none"> <li>Generally consistent Council's adopted Plan of Management and Masterplan for the site</li> </ul>	<p><i>Assessment</i></p> <ul style="list-style-type: none"> <li>The proposed plan has rearranged the location of the community facility and high-performance sports centre within the site area. However, the Department considers the proposal to generally align with the Master Plan 2019. This matter is discussed in <b>Section 3.3</b>.</li> <li>The Department considers the proposal to be generally consistent with the objectives of The Sportsgrounds – Generic Plan of Management 2014, as it would promote and facilitate recreational pursuits in the community for both organised and informal activities. This matter is discussed in <b>Appendix C</b>.</li> <li>The Department recommends conditions to minimise any potential impacts on nearby residents resulting from the construction and operation of the proposal.</li> </ul> <p><i>Recommended Conditions/Response</i></p> <ul style="list-style-type: none"> <li>conditions to minimise any potential impacts on nearby residents resulting from the construction and operation including limiting large-scale events to 5 days per year, an Event Management Plan, an Operational Traffic Management Plan, Operational Noise and Vibration Management Plan, Travel Plan, the implementation of Green Travel Initiatives.</li> </ul>
<p><i>Council Matter:</i></p> <ul style="list-style-type: none"> <li>Enables the ongoing use of community clubs.</li> </ul>	<p><i>Assessment</i></p> <ul style="list-style-type: none"> <li>Noted</li> </ul> <p><i>Recommended Conditions/Response</i></p> <ul style="list-style-type: none"> <li>No conditions are recommended.</li> </ul>
<p><i>Public Matter:</i></p> <ul style="list-style-type: none"> <li>Loss of tennis courts</li> </ul>	<p><i>Assessment</i></p> <ul style="list-style-type: none"> <li>A public submission raised concern with the loss of the tennis courts located in Kellyville Park.</li> <li>Kellyville Park was identified by the Council Kellyville Park as the premier sports facility in the Hills Shire for rugby league. The Landscape Master Plan for Kellyville Park does not anticipate the retention of the tennis courts.</li> <li>The proposal involves the construction of a new community facility building, a 1,500 seat grandstand and additional spectator mounding.</li> <li>While the tennis courts are to be removed, the site will remain as a sporting facility and retains its public recreation use.</li> </ul> <p><i>Recommended Conditions/Response</i></p> <ul style="list-style-type: none"> <li>No conditions are recommended.</li> </ul>
<p><i>Public Matter:</i></p>	<p><i>Assessment</i></p>

- Insufficient car parking for the proposal and associated amenity and safety concerns
- Use of baseball carpark
- A public submission raised concern potential amenity and safety resulting from insufficient car parking.
- The application included a TIA with a parking study, which determined there are 290 existing car parks within Kellyville Park with a further 30 parked vehicles capable of being accommodated on the eastern site frontage (western side of Stone Mason Drive) and 25 kerbside parks on the internal access road.
- An additional 40 car parks are proposed in an at-grade car park to the east of the CoE, resulting in a total provision of 385 on and off-site car parking spaces.
- The TIA determined the typical weekday and weekend peak parking demands could be accommodated within this car park provision.
- In determining the peak parking demands, the TIA considered the community use and community sports clubs in addition to the proposal. Overall, the typical weekday and weekend peak could be accommodated within this car park provision.
- In addition to the day-to-day operations, the facility would occasionally accommodate events including the Parramatta Eels Elite Level Game Day, which based on a typical parking provision rate for events spaces would require 861 car parking spaces. However, as these events are predicted to occur a maximum of 5 days a year, the provision of parking to accommodate these peak events would be underutilised the remainder of the time.
- To mitigate potential impacts resulting from car parking shortfall for peak events, the TIA includes initiatives such as a shuttle bus between Kellyville Station and Bella Vista Station, drop-off bays and additional temporary bike parking facilities.
- TfNSW and RMS reviewed the proposal and recommended that an Operational Traffic Management Plan (OTMP) be prepared prior to occupancy.
- The Department concludes the proposed car parking is adequate and would not result in adverse traffic generation impacts on the surrounding road network, subject to the implementation of conditions.
- These matters are discussed in further detail in **Section 6.4**.

*Recommended Conditions/Response*

- Conditions are recommended requiring:
  - The provision of 40 car parking spaces, including 1 additional accessible spaces, 7 motorbike parking spaces and 53 bicycle parking spaces with end-of-trip facilities.
  - preparation of an Event Management Plan, which includes a Traffic and Pedestrian Management Plan addressing traffic impacts associated with Major Event Days and a Shuttle Bus Plan that provides details into the shuttle bus service between Kellyville station and Bella Vista Station.

- preparation of an Operational Traffic Management Plan and a Travel Plan
- A shuttle bus service for spectators and visitors to the site must be provided, operated and funded by the Applicant to connect the site with Kellyville Station and Bella Vista Station on peak event days.
- Major event days limited to 5 days per year.

*Public Matter:*

- Baseball club facilities, including:
  - upgrades to baseball car park
  - constant flooding on baseball fields
  - use of baseball bathroom facilities

*Assessment*

- The upgrading of the basement car park and existing flooding of fields is outside the scope of the proposal and is a Council matter.
- The Applicant submitted a Flood Impact Assessment (FIA), which demonstrated the proposal would not result in adverse flood impacts to adjoining properties for the flood conditions up to and including the 0.2% AEP flood event.
- Flood impacts are discussed further in **Section 6.8**.
- The proposal incorporates additional amenities and bathroom facilities in both the CoE and CF, which would alleviate the use of the baseball club's facilities.

*Recommended Conditions/Response*

- No conditions are recommended,

*Public Matter:*

- Provides best practice facilities to continue developing NRLW and NRL

*Assessment*

- Noted.

*Recommended Conditions/Response*

- No conditions are recommended, application is recommended for approval.

*Public Matter:*

- Encourages community engagement, offers shared use of facilities and provides education and learning opportunities.

*Assessment*

- Noted.

*Recommended Conditions/Response*

- No conditions are recommended, application is recommended for approval.

*Public Matter:*

- Ensures continued development of the NRLW and NRL pathways for emerging players.

*Assessment*

- Noted.

*Recommended Conditions/Response*

- No conditions are recommended, application is recommended for approval.

*Public Matter:*

- Provides a venue for touch football, tag league and all ability

*Assessment*

- Noted.

*Recommended Conditions/Response*

rugby league, ensuring a broad cross section of the community benefit.

- No conditions are recommended, application is recommended for approval.

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*Public Matter:*

- As Kellyville/Rouse Hill area is a growth precinct, it would be great for the area to be recognised with its own major sporting facility
- proposal meets the identified need

*Assessment*

- Noted.

*Recommended Conditions/Response*

- No conditions are recommended, application is recommended for approval.
-

## Appendix C – Statutory Considerations

In line with the requirements of section 4.15 of the Environmental Planning and Assessment Act 1979, the Department’s assessment of the project has given detailed consideration to a number of statutory requirements. These include:

- the objects found in section 1.3 of the EP&A Act
- the matters listed under section 4.15(1) of the EP&A Act, including applicable environmental planning instruments and regulations.

The Department has considered these matters in its assessment of the project and has summarised in **Table 10** and **Table 11** below.

**Table 10 |** Consideration of the objects of the EP&A Act

Objects of the EP&A Act	Department’s consideration
(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State’s natural and other resources	The proposal promotes the social and economic welfare of the community by providing a new high-performance sporting facility for use by the NRL and broader community, with public access to the community facility. The proposed works would not result in adverse impacts on natural or other resources.
(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment	The principles of ecologically sustainable development are considered below.
(c) to promote the orderly and economic use and development of land	The proposal promotes the orderly and economic use of land through the development of a new high-performance facility, a community facility and associated ancillary uses, which would also generate employment benefits for the NSW economy both during construction and operation. The merits of the proposal are considered in <b>Section 6</b> of this report.
(d) to promote the delivery and maintenance of affordable housing	Not applicable.
(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats	The proposed biodiversity impacts can be managed through the management measures details in the BDAR, the planting of suitable tree replacements and the purchase of biodiversity credits (refer to <b>Section 6</b> ).
(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage)	The proposed development would not have an adverse impact on any built or cultural heritage items, as addressed in <b>Section 6</b> .
(g) to promote good design and amenity of the built environment	The proposal achieves a high standard of design and amenity as addressed in <b>Section 6</b> of this report.

(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants	The proposal was accompanied by a Building Code of Australia Assessment Report and an Access Report 01, which conclude the development is capable of complying with the requirements of the relevant sections of the Act through a combination of compliance with the deemed to satisfy provisions or performance solutions. Recommended conditions would ensure the proposed works would be constructed in compliance with all relevant building codes and health and safety requirements
(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State	The development is SSD and therefore the Minister is the consent authority. The Department consulted with relevant government agencies on the development as outlined in <b>Section 5</b> .
(j) to provide increased opportunity for community participation in environmental planning and assessment.	<b>Section 5</b> of this report sets out details of the Department's public exhibition of the development, which included notifying adjoining landowners and displaying the application on the NSW Planning Portal.

**Table 11 | Section 4.15(1) Matters for consideration**

<b>Section 4.15(1) Evaluation</b>	<b>Department's consideration</b>
(a)(i) any environmental planning instrument	The proposed development is permissible with consent ( <b>Section 4.2</b> and <b>Section 6</b> ). The Department's consideration of other relevant EPs is provided below.
(a)(ii) any proposed instrument	The proposal is consistent with the proposed EPs (see below).
(a)(iii) any development control plan	Under clause 11 of the SRD SEPP, development control plans (DCPs) do not apply to SSD. Notwithstanding, consideration has been given to The Hills Development Control Plan 2019 (HDCP 2019), where relevant, below.
(a)(iiia) any planning agreement	Not applicable.
(a)(iv) the regulations <i>Refer Division 8 of the EP&amp;A Regulation</i>	The SSD application satisfactorily meets the relevant requirements of the Environmental Planning and Assessment Regulation 2000 (EP&A Regulation), including the procedures relating to applications (Part 6), public participation procedures for SSD and Schedule 2 of the EP&A Regulation relating to EIS.
(a)(v) any coastal zone management plan	Not applicable.
(b) the likely impacts of that development including environmental impacts on both the natural and built environments, and social and economic impacts in the locality	The Department has considered that the likely impacts of the proposed development are acceptable and/or have been appropriately managed by recommended conditions of consent ( <b>Section 6</b> and <b>Appendix D</b> ).

(c) the suitability of the site for the development	The site is suitable for the development as addressed in <b>Section 4</b> and <b>Section 6</b> of this report.
(d) any submissions	The Department has considered the submissions received during the exhibition period ( <b>Sections 5, 6</b> and <b>Appendix B</b> ).
(e) the public interest	The Department considers the proposal to be in the public interest ( <b>Section 6</b> ).

## Environmental Planning Instruments (EPIs)

### State Environmental Planning Policy (Planning Systems) 2021

The proposed development is SSD under section 4.36 (development declared SSD) of the *Environmental Planning and Assessment Act* (EP&A Act) as it comprises development for a 'recreational facility (major)' and has a CIV in excess of \$30 million as specified in clause 13 of Schedule 1 of State Environmental Planning Policy (Planning Systems) 2021. Therefore, the Minister for Planning is the consent authority.

### State Environmental Planning Policy (Transport and Infrastructure) 2021

The SEPP (Transport and Infrastructure) 2021 aims to facilitate the effective delivery of infrastructure across the State by improving regulatory certainty and efficiency, identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development, and providing for consultation with Government agencies about certain development during the assessment process.

The proposed development has a frontage to a classified road (Memorial Avenue) and therefore is subject to assessment under Clause 2.119 of the SEPP (Transport and Infrastructure) 2021. The proposed vehicle access and the safety, efficiency and ongoing operation of the classified road is considered appropriate within the context of the site.

The proposal was referred to TfNSW and RMS and their comments are summarised in **Section 5** of this report. Given the consultation and consideration of the issues raised by TfNSW and RMS, the Department considers the proposal to be consistent with the SEPP (Transport and Infrastructure) 2021.

Recommended conditions of consent include those proposed by TfNSW and RMS.

### State Environmental Planning Policy (Industry and Employment) (IE SEPP)

Chapter 3 of the IESEPP applies to all signage that can be displayed with or without development consent and is visible from any public place or public reserve.

The proposed development includes the signage zones on the plans; however, the details of these zones are to form part of a separate application.



## State Environmental Planning Policy (Resilience and Hazards) 2021

SEPP (Resilience and Hazards) 2021 aims to ensure potential contamination issues are considered in the determination of a development application. SEPP (Resilience and Hazards) 2021 requires the consent authority to consider whether the land is contaminated, and if so, whether the land is suitable for the purpose of the proposed development.

A Detailed Site Investigation (DSI) was submitted with the SSD application to determine the potential for on-site contamination. The DSI concluded the potential for contamination constraints at the site is considered to be relatively low. The DSI recommended an Unexpected Finds Protocol be developed and following removal of the demountable buildings and the Daracon Compound (including the existing road base) the compound site is inspected and tested, and if required remediated to the same standard as the rest of the site.

The Department is satisfied the proposed development is consistent with the provisions of SEPP (Resilience and Hazards) 2021 and is suitable for the continued and proposed use. The Department recommends conditions requiring appropriate measures to be in place should any unanticipated contamination be found during construction works and the implementation of the recommendations in the DSI.

### Plan of Management

Section 36(1) of the Local Government Act 1993 requires the preparation of a Plan of Management for all community land. The Sportsgrounds – Generic Plan of Management 2014 (PoM) prepared by The Hills Shire Parks and Recreations Facilities Team applies to Kellyville Park.

The Council's Open Space & Recreation team advised the proposal is generally consistent the adopted PoM and Masterplan for the site.

The Department has reviewed the proposal and considers it consistent with the objectives of the PoM. In particular, the proposal would provide an important piece of sports infrastructure and a community facility, which will promote and facilitate recreational pursuits in the community for both organised and informal activities. The Department recommends conditions to minimise any potential impacts on nearby residents resulting from the construction and operation of the proposal.

### The Hills Local Environmental Plan 2019 (HLEP 2019)

The Department considers the development is consistent with the relevant provisions of the HLEP 2019. Consideration of relevant provisions of the HLEP 2019 are addressed in **Table 12** below.

**Table 12 |** Consideration of HLEP 2019

Clause	Department's consideration	Compliance
Clause 2.3: Zoning and land use	The site is zoned RE1 Public Recreation Zone under the HLEP 2019. The development involves a recreation facility (major) as associated facilities, which is a permissible use with consent in this zone.	Yes
Clause 4.3: Height of buildings	No maximum building height applies to the site.	N/A

Clause 4.4: Floor Space Ratio	No maximum floor space ratio applies to the site.	N/A
Clause 5.10: Heritage Conservation	The site does not contain a heritage item and is not located in a Heritage Conservation Area.	N/A
Clause 5.21: Flood Planning	The Department considers the proposal is acceptable with regards to flooding because all buildings (Finished Floor Level CoE: 67.8 m AHD and CF: 68.25 m AHD) would be located above the 1% AEP flood level (67.6 m AHD) and PMF level (67.8 m AHD).  A condition of consent would require the preparation of a Flood Risk Management Plan (see <b>Section 6.8</b> ).	Yes
Clause 7.4: Terrestrial biodiversity	The site is not located on land identified as “Biodiversity” on the Terrestrial Biodiversity Map.	N/A
Clause 7.7: Design excellence	Clause 7.7 contains a number of matters that the consent authority must consider when deciding if a development exhibits design excellence comprising of architectural design, materials and detailing, amenity of the public domain and impact to view corridors or land protected by solar access controls.  Prior to lodgement, the design was reviewed by the SDRP in October 2021 and February 2022 before lodging its EIS.  The Department considers the proposed development exhibits design excellence (see <b>Section 6.1</b> ).	Yes

### The Hills Development Control Plan 2019 (HDCP 2019)

The Department has considered the proposal against the relevant controls within the HDCP 2019 at **Table 13**.

**Table 13** | Department’s consideration of HDCP 2019

Objectives	Comments	Consistency
<b>Part C Section 1 Parking</b>		
2.1 General Parking Requirements <ul style="list-style-type: none"> <li>• Number of required parking spaces and associated conditions must be provided in accordance with Table 1:               <ul style="list-style-type: none"> <li>○ Recreational Facilities: Submit parking study to substantiate proposed car parking provisions.</li> </ul> </li> </ul>	The application included a TIA with a parking study, which determined the typical weekday and weekend peak demands could be accommodated in the existing on and off-street and the proposed car park expansion.  In addition to the day-to-day operations, the facility would occasionally accommodate events including the Parramatta Eels Elite Level Game Day with a maximum capacity of up to 2,870 people. A typical parking provision rate for events spaces would require a parking allowance of 861 spaces to accommodate the	Yes

potential demand. Due to the infrequency of these events (limited at 5 days per year), the provision of parking to accommodate this peak demand would be underutilised.

To mitigate the impact of a car parking shortfall for these large events the TIA included initiatives such as a shuttle bus, drop-off bays and additional temporary bike parking facilities Kellyville Park contains 290 formalised car spaces.

<p>2.2. Parking for disabled persons and parents with prams</p> <ul style="list-style-type: none"> <li>• A proportion of the total parking spaces required shall be provided for disabled persons in accordance with Table 2. <ul style="list-style-type: none"> <li>○ Recreation: 3%</li> </ul> </li> </ul>	<p>Kellyville Park contains 290 formalised car spaces including 9 car parks for disabled persons. The proposal includes an additional 40 car parking spaces including 1 car park for disabled persons. Therefore, the proposal achieves this requirement.</p>	<p>Yes</p>
<p>2.3 Bicycle Parking</p> <ul style="list-style-type: none"> <li>• The provision of bicycle parking must in accordance with Table 3. <ul style="list-style-type: none"> <li>○ No provision identified for recreation facility</li> </ul> </li> </ul>	<p>As no provision for a recreation facility is provided, the Applicant has based the rate of secure bicycle parking on the ESD principle Sustainable Transport and proposed the provision of 53 spaces of at-grade and vertical hanging spaces along the outer walls of the CoE and CF.</p>	<p>Yes</p>
<p>2.4 Motorbike parking</p> <ul style="list-style-type: none"> <li>• Motorcycle parking is to be provided for all developments with on-site parking of more than 50 car parking spaces, at a rate of 1 motorcycle parking space for every 50 car parking spaces or part thereof.</li> </ul>	<p>The site currently does not have any motorcycle spaces. While the proposal only incorporates 40 additional spaces, the Applicant has included 7 motorcycle spaces on the basis the total post development parking provision would be 330 spaces.</p>	<p>Yes</p>
<p>2.7 Car park design and layout</p> <p>2.7.1 General</p> <ul style="list-style-type: none"> <li>• For all development other than single dwelling houses and dual occupancies, vehicles must enter and exit the site in a forward direction.</li> <li>• Provisions within this section are in accordance with AS 2590.1 –1993 Parking Facilities – Part 1 Off Street Car Parking. For further design requirements for car park design and layout please refer to the Australian Standard.</li> <li>• At blind aisles the end spaces should be made one metre wider than the</li> </ul>	<p>The additional 40 car parks are proposed to be configured as a blind isle accessed via an extension from the existing car park.</p> <p>The dimensions of the additional car spaces are in accordance with AS2890.1:2004.</p> <p>Vehicles would be able to enter and exit the site in a forward direction</p> <p>To facilitate vehicle turnaround movements where all spaces are occupied, the loading/service bay access would function in the capacity of a turnaround bay as per the requirements of AS2890.1:2004 for a blind aisle car park.</p>	<p>Yes</p>

adjacent spaces. (See Figure 3).  
 Otherwise, provision should be made for cars to turn round at the end of aisles and allow vehicles to exit in a forward direction.

<p>2.9. Loading and delivery requirements</p> <ul style="list-style-type: none"> <li>• Loading and delivery facilities are to be designed in accordance with AS 2890.2-1989, Off Street Parking - Part 2: Commercial vehicles facilities.</li> </ul>	<p>An on-site loading area would be provided within the proposed car park.</p> <p>The TIA advised a turning area would be provided off the access aisle, to allow loading vehicles to enter and exit the service aisle in a forward direction.</p>	<p>Yes</p>
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### Ecologically Sustainable Development

The EP&A Act adopts the definition of ESD found in the Protection of the Environment Administration Act 1991. Section 6(2) of that Act states that ESD requires the effective integration of economic and environmental considerations in decision-making processes and that ESD can be achieved through the implementation of:

- the precautionary principle
- inter-generational equity
- conservation of biological diversity and ecological integrity
- improved valuation, pricing and incentive mechanisms.

The proposed development incorporates a number of design initiatives including:

- high performance insulation at least meeting the minimum requirement in National Construction code (NCC)
- reduction of potable water consumption through efficient high WELS rated sanitary fixtures and appliances
- recycling waste facilities to encourage diversion of waste to landfill
- adequate natural daylight to interior of building
- high level of internal environment quality
- rainwater collection for reuse in toilets and irrigation.

The Department has considered the project in relation to the ESD principles. The Precautionary and Inter-generational Equity Principles have been applied in the decision-making process by a thorough assessment of the environmental impacts of the development.

Overall, the development is generally consistent with ESD principles and the Department is satisfied the proposed sustainability initiatives will encourage ESD, in accordance with the objects of the EP&A Act.

## **Appendix D – Recommended Instrument of Consent**

The recommended conditions of consent can be found on the Department of Planning and Environment's website at:

<https://www.planningportal.nsw.gov.au/major-projects/projects/eels-centre-excellence-community-sports-hub>