



THE HILLS
Sydney's Garden Shire

THE HILLS SHIRE COUNCIL
3 Columbia Court, Norwest NSW 2153
PO Box 7064, Norwest 2153
ABN 25 034 494 656 | DX 9966 Norwest

1 October 2026

Annabel Turner
Department of Planning, Housing and Infrastructure

Submitted via Portal

Your Ref: SSD-99622708
SSD-99622212

Dear Sir/Madam,

Major Projects New Request for Advice
Mixed Use Development – Samantha Riley Drive (SSD-99622708 & SSD-99622212)

I refer to your request for comments with respect to the above State Significant Developments SSD-99622708 and SSD-99622212 for the proposed mixed-use development, concurrent rezoning of land and early works at 301 Samantha Riley Drive, Kellyville.

Objection is raised to the proposed rezoning and development outcome.

Council officer comments in relation to the rezoning component are provided within Attachment 1.

Council officer comments in relation to the development application component are provided within Attachment 2.

Should you have any enquiries regarding the concurrent rezoning and comments contained within Attachment 1, please contact Dragana Jankovic, Senior Town Planner on 9843 0269 or dstrbac@thehills.nsw.gov.au.

Should you have any enquiries regarding the development application and comments contained within Attachment 2, please contact Robert Buckham, Principal Coordinator Development Assessment on 9843 0267 or rbuckham@thehills.nsw.gov.au.

Yours faithfully,

Brent Woodhams
PRINCIPAL COORDINATOR FORWARD PLANNING

Attachments

Attachment 1 – Rezoning Comments

Attachment 2 – Development Application Comments

ATTACHMENT 1 – REZONING COMMENTS

1. Justification for the Proposal

The justification for the proposal's consistency with strategic framework is relies heavily on high-level housing supply objectives with insufficient regard given to the significant increases proposed in dwelling yield, residential density, building height, and associated infrastructure demand. The strategic planning framework for the Kellyville Precinct has been carefully developed through the 2017 State-led rezoning and the State Government's 2024 Transport Oriented Development (TOD) rezoning. The proposal departs significantly from these established controls, despite the fact that the primary purpose of the 2024 TOD rezoning was and has already responded to the National Housing Accord through a coordinated approach supported by detailed infrastructure and built form analysis.

The application also fails to undertake an adequate cumulative infrastructure assessment and lacks the evidence-based analysis necessary to properly identify, quantify and address the additional demand generated by the proposal on local and regional infrastructure. The application itself acknowledges that the area will undergo significant change guided by the established strategic planning framework, including Concept Proposal SSD-10343 and the broader rezoning processes already undertaken (existing controls). Furthermore, although nearby developments such as the SSD-10343 Concept Proposal at Kellyville Station Precinct are referenced, no meaningful comparative or cumulative analysis is provided. It is also noted that SSD-10343 is consistent with the strategic planning framework and supported by an infrastructure mechanism (VPA) that provides a public benefit beyond what is required under the applicable contributions plan.

The application's consideration of available development pathways is also flawed. The Scoping Report canvasses 4 options being:

- Do Nothing;
- Delaying the Development;
- Bella Vista and Kellyville – TOD (Compliance Scheme); and
- The Proposal (HDA SSDA).

The assessment dismisses a compliant outcome (Option 3) on the basis that it does not maximise yield, despite the fact that density increases, to the maximum appropriate extent, have already been strategically planned and incorporated through the TOD rezoning in response to the National Housing Accord. Further, if it is the case that the current FSR and height controls applied by the Department are flawed, it is unclear why the only response or alternative outcome tested is to increase the height by 26% and yield by 34%. The Government's TOD Program was undertaken specifically to address short term housing supply. No evidence has been provided to demonstrate that what is being proposed results in a positive outcome for the Precinct. The fact that it includes more dwellings than a compliant scheme is not considered to be an appropriate assessment of alternatives or justification for the Proposal.

The first 2 options being 'Do Nothing' and 'Delaying the Development' are completely at the discretion of the developer. The developer has already received substantial uplift through the TOD Program and benefitted from a State led master planning and rezoning exercise. The use of these options as leverage to force further uplift is completely unreasonable as the permissible heights and yield on the land have already doubled as a result of the TOD Program.

Given the application fails to demonstrate strategic merit and undertake proper infrastructure analysis and cumulative impact assessment, the proposed rezoning is not supported.

2. Retail Floor Space

The inclusion of extensive retail uses on the subject site, including a full-line supermarket (3,800m²) and a further 2,275m² of other retail GFA, as proposed within the submitted material is not supported as it does not demonstrate strategic merit. As part of the preparation of Council's Local Strategic Planning Statement and the Productivity and Centres Strategy, significant analysis was undertaken to plan for supermarket floor space within the Shire. This analysis concluded that within the Kellyville Transit Centre there will be demand for 1 new supermarket and that there is sufficient supermarket space planned within

the local centre adjoining Kellyville Station on land south of Samantha Riley Drive (less than 100m walking distance from the site).

The Kellyville Design Guide which was only recently finalised by the State Government in November 2024 as part of the Transit Oriented Development Program identifies that 301 Samantha Riley Drive will predominately be a residential neighbourhood with the potential for some supporting non-residential uses at ground level, where appropriate, to activate streets and the public domain. It flags that redevelopment of the Town Centre (land zoned E1 Local Centre) would occur via the existing State Significant Development Approval SSD-10343, which includes a new supermarket.

Under LEP 2019 the objectives for the R1 General Residential zone are as follows:

- *To provide for the housing needs of the community.*
- *To provide for a variety of housing types and densities.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*
- *To enable other land uses that support the adjoining or nearby commercial centres and protect the amenity of the adjoining or nearby residential areas.*

One of the core objectives of the R1 General Residential zone is to support the adjoining or nearby commercial centre. Facilitating a proliferation of excessive retail floor space, including what is clearly a full-line supermarket, on 301 Samantha Riley Drive, would undermine the development outcomes and efficient operation of the planned local centre south of Samantha Riley Drive. In recognition of this, it is recommended that the non-residential land uses proposed on the site should be reviewed and restricted to what is currently permitted through the existing Additional Permitted Uses provision applying to the site.

Allowing for a full line supermarket on this site would not only be contrary to the strategic framework, but it would undermine the delivery of the approved development outcomes on Government land in closer proximity to the station, including the planned supermarket in a far more appropriate and logical location than this site.

Notwithstanding the foregoing, if the Department progresses with the concurrent rezoning on the basis of the housing crisis and a commitment from the developer to deliver housing within a certain timeframe, then sunset provisions need to be incorporated into the proposal upfront. It is critical that where a concurrent rezoning is granted but the development does not proceed within the required timeframe, that the planning framework and controls revert to the pre-HDA position and remain consistent with strategic plans and longer-term state and local objectives. Proponents should not benefit from fast-tracked rezonings that depart from the strategic framework on the basis of short-term housing delivery commitments, unless those outcomes are actually realised. In this regard, the applicant's rezoning report flags amendments to Council's LEP maps to achieve the intended outcomes. This is contradictory to previous advice provided by the Department which stated that "*rezonings will be in the form of new site-specific local clauses where possible (rather than map amendments). We will be inserting sunset clauses to the local clauses so that the controls will be applicable to the HDA project only.*"

The approach proposed by the Department (site-specific local clauses including sunset provisions) would be the appropriate mechanism to achieve the concurrent rezoning outcomes. If approved, this would permit a development outcome, subject to achievement of the committed timeframes, without fundamentally changing the planning controls in perpetuity and in a manner that is inconsistent with other strategic planning work completed to date.

Contribution Comments

Development consent is sought for the construction of a mixed-use development comprising 1,260 apartments, 3 townhouses and 8,404m² of non-residential GFA, as provided below.

YIELD AND MIX		1 Bed	2 Bed	3 Bed	Total Apts
Stage 1	Building A+B	194	438	41	673
	Building A	142	240	9	391
	Building B	52	198	32	282
Mix %		29%	65%	6%	

Stage 2	Building C	48	240	45	333
		0	0	0	0
Mix %		14%	72%	14%	

Stage 3	Building D	123	108	26	257
		0	0	0	0
Mix %		48%	42%	10%	

TOTAL APARTMENTS + 3 TOWNHOUSES		365	786	112	1263
TOTAL MIX %		28.9%	62.2%	8.9%	
TARGET MIX		MAX 30%	60%	10%	
Retail	Specialty	2,275m ² GLFA			
	Supermarket	3,800m ² GLFA			
Childcare centre	-	100 children + 15 staff			

As acknowledged in the application, Contributions Plan No. 8 Kellyville/Rouse Hill applies to the subject site and levies apartments and townhouses on a per bedroom unit basis.

In this regard, the application is seeking to deliver 613 dwellings in excess of what was anticipated for the subject site under the existing contributions framework. As such, Contributions Plan No. 8 does not account for the additional unplanned growth proposed.

As outlined in the rezoning comments, the application has failed to undertake cumulative infrastructure analysis (including existing, planned and future unplanned growth), including an updated regional traffic analysis. The application has yet to confirm the necessary infrastructure required to service the unplanned and non-strategically projected growth.

Contributions Plan No. 8 Kellyville/Rouse Hill is a residential-only contributions plan that has been designed to levy development based on residential dwelling yield and the associated demand generated by future residents. The plan does not levy or otherwise provide a mechanism to fund infrastructure demands generated by non-residential development. Accordingly, Contributions Plan No. 8 is not an appropriate contributions mechanism for a proposal of this scale, which incorporates substantial non-residential gross floor area (8,404m²) and seeks growth significantly in excess of that contemplated by the existing planning and infrastructure framework.

Therefore, in addition to determining the additional local infrastructure required to support cumulative future growth, the application has not demonstrated an appropriate infrastructure contributions framework

to address the infrastructure impacts associated with the unplanned 613 dwellings or the proposed non-residential component of this proposal. The applicant is to undertake the required infrastructure analysis and provide an infrastructure mechanism and solution for the full extent of development proposed.

Notwithstanding, should the application be approved in its current form, the following condition would be required as a minimum. However as mentioned above, this contribution would not address the additional demand being generated by the development. The applicant should be advised to enter negotiations with Council to address local contributions which could be in the form of a Voluntary Planning Agreement.

Before Issue of Construction Certificate

1.

Section 7.11 Contribution

Before the issuing of a Construction Certificate, the following contributions must be paid to Council:

	Purpose : 1 bedroom unit	Purpose : 2 bedroom unit	Purpose: 3 bedroom unit
Open Space - Land	\$ 3,553.01	\$ 5,739.47	\$ 7,379.32
Open Space - Capital	\$ 1,461.34	\$ 2,360.62	\$ 3,035.08
Community Facilities - Land	\$ 76.56	\$ 123.68	\$ 159.02
Community Facilities - Capital	\$ 662.84	\$ 1,070.75	\$ 1,376.67
Studies and Administration	\$ 101.93	\$ 164.65	\$ 211.70
Roadworks - Land	\$ 585.41	\$ 945.66	\$ 1,215.85
Roadworks - Capital	\$ 1,391.80	\$ 2,248.29	\$ 2,890.66
Total	\$ 7,832.89	\$ 12,653.12	\$ 16,268.30

No. of 1 bed units: 365	No. of 2 bedroom units: 786	No. of 3 bedroom units: 112	Total S7.11
\$ 1,296,848.65	\$ 4,511,223.42	\$ 826,483.84	\$ 6,634,555.91
\$ 533,389.10	\$ 1,855,447.32	\$ 339,928.96	\$ 2,728,765.38
\$ 27,944.40	\$ 97,212.48	\$ 17,810.24	\$ 142,967.12
\$ 241,936.60	\$ 841,609.50	\$ 154,187.04	\$ 1,237,733.14
\$ 37,204.45	\$ 129,414.90	\$ 23,710.40	\$ 190,329.75
\$ 213,674.65	\$ 743,288.76	\$ 136,175.20	\$ 1,093,138.61
\$ 508,007.00	\$ 1,767,155.94	\$ 323,753.92	\$ 2,598,916.86
\$ 2,859,004.85	\$ 9,945,352.32	\$ 1,822,049.60	\$ 14,626,406.77

Prior to payment, it is advised to phone or email Council to confirm the amount. Payments will be accepted via Debit or Credit Card. Cash payments will not be accepted. This condition has been imposed in accordance with Section 7.11 of the Environmental Planning and Assessment Act 1979 and Contributions Plan No 8.

Condition reason: To contribute towards public infrastructure for the area.

ATTACHMENT 2 – DEVELOPMENT APPLICATION COMMENTS

Development Assessment

As Council has no role in assessing the application, the following high-level comments are provided for the Department's consideration. The Department should ensure all compliance matters are adequately addressed.

Council's Development Assessment Staff met with the Applicant on 20 February 2026 to discuss the Development Application component of the State Significant Development Application. The comments provided in the pre-lodgement notes (Attachment 2A) are still relevant for the current application. In addition, the following comments are provided:

Orderly Development

The application should be refused as the proposal does not demonstrate the coordinated and orderly development of the land.

No attempt has been made to amalgamate the site with the immediately adjoining R1 General Residential zoned land owned by Council to facilitate a coordinated development outcome. The redundant road reserve would need to be formally closed and consolidated with the development site.

In addition, the architectural plans indicate this area will be converted to a bus bay or public domain, this is misleading as there are no plans for a bus bay to be provided in this location and any details of works on Council's land associated with the development should be removed from the plans.

Engineering

Creation of Development Lot 101 - Boundary Adjustment

The part of the subject sites that are within the SP2 Infrastructure Zone has the purpose of being 'designated for stormwater management'. Current subdivision approvals DA 1105/2026/ZA and (as amended) facilitating the boundary adjustment to excise the SP2 land and creating the development lot must be completed prior to issue of the first Construction Certificate. The proposal is unclear with this timeline; to be addressed.

Lawful Point of Discharge

Written agreement from the owner of adjoining property for construction of the drainage outlet pipe from the development and creation of drainage easement, a lawful point of discharge in favour of public must be submitted.

Subdivision Plans

A set of Subdivision Plans identifying the proposed road reserves including new roads and road widening must be provided.

A written undertaking from the applicant and an annotation on the subdivision concept plan stating that the "new road will be designed, constructed and dedicated as public roads at no cost to council" must be accompanied with the subdivision plans.

TfNSW concurrence

The internal road design network and improvement work (traffic signals, removal of roundabout etc.) on Samantha Riley Drive must address the THDCP Part D Section 16 – 301 Samantha Riley Drive, THDCP Bella Vista and Kellyville Station Precincts Kellyville of THDCP and Part D Section 5 – Kellyville Rouse Hill Release Area and the TfNSW requirements. Concurrence from TfNSW shall be referenced.

NSW Water concurrence from - Groundwater Management

The Hydrological Assessment report dated 29/06/2026 prepared by Foundation Earth Sciences detail identifies that ground water discharge during operation stage exceeds the 3ML/year, the recommended design of tank system must be obtained a concurrence from NSW Water; refer to their concurrence.

Flooding

The proposal has been supported by a Flood Impact and Risk Assessment report 25-1365 dated 15/07/2026 prepared by AT&L. The report states RORB and TUFLOW models have been used in analysing the pre and post development flood behaviours of the adjoining creek. However, soft copies of these models have not been presented to Council for review.

In accordance with Sydney Water's Correspondence dated, 5 June 2026 included in the Appendix E of the report, it confirms that the post development flood analysis to be reviewed to the satisfaction of Council, hence the soft copies of such models must be provided for Council's review.

From: Stormwater <Stormwater@sydneywater.com.au>
Sent: Friday, 5 June 2026 12:52 PM
To: Bshara Khouri <Bshara.K@atl.net.au>
Cc: James Clare <James.C@atl.net.au>; Daniel Webber <daniel.w@atl.net.au>; Liam Duff <Liam.d@atl.net.au>; Siyu Fei <siyu.fe@level33.com.au>; Caitlin Naumovski <CAITLIN.NAUMOVSKI@sydneywater.com.au>; Michelle Bonnie <Michelle.Bonnie@sydneywater.com.au>
Subject: RE: [External] 301 Samantha Riley Drive Kellyville- OSD requirements

Bshara,

There are two aspects here:

1. *Written advice and confirmation from Sydney Water of post-development flood extents*

Sydney Water does not assess development applications for flood compatibility or model developer proposals to confirm their modelling. Sydney Water would be able to provide – on request through the appropriate avenues – our existing flood information for the site. However, post-development flood extents is a matter for the developer's design and flood engineers to provide and subject to Council's satisfaction.

2. *Written advice and confirmation from Sydney Water of support for the construction activities proposed across the frontage of the creek corridor*

Sydney Water is willing to respond on this matter following information about the "construction activities proposed across the frontage of the creek corridor". Sydney Water cannot provide written comment on activities that have not been explained clearly.

Kind Regards

Jeya Jeyadevan
Senior Capability Assessor
Water and Environment Services

Subject to council' review of the flood models and confirming the flood behaviour (flood levels, depths, velocity and hazard) along the Elizabeth Elizabeth Macarthur Creek, the design of road profiles and the buildings must be ensured compliant of following relevant design controls and the recommendations of ATL report:

- The eastern and northern roads levels are set to a minimum 100mm higher than the 1% AEP flood level.

- The building levels are set to Flood Planning Level (FPL3), i.e 500mm above the 1% AEP flood level to protect from flood inundation.
- Given that the eastern road is inundated during Permissible Maximum Flood event (PMF), the driveway entrance from eastern road shall be considerate protection up to the PMF level.

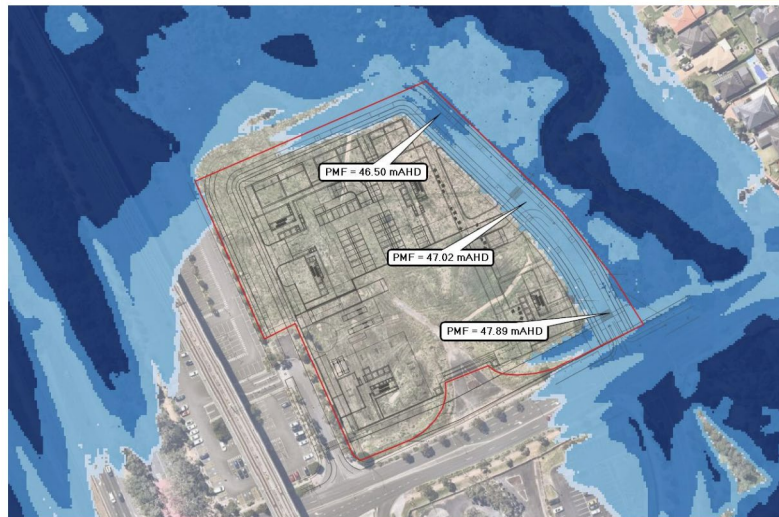


Figure 15 – PMF Flood Levels

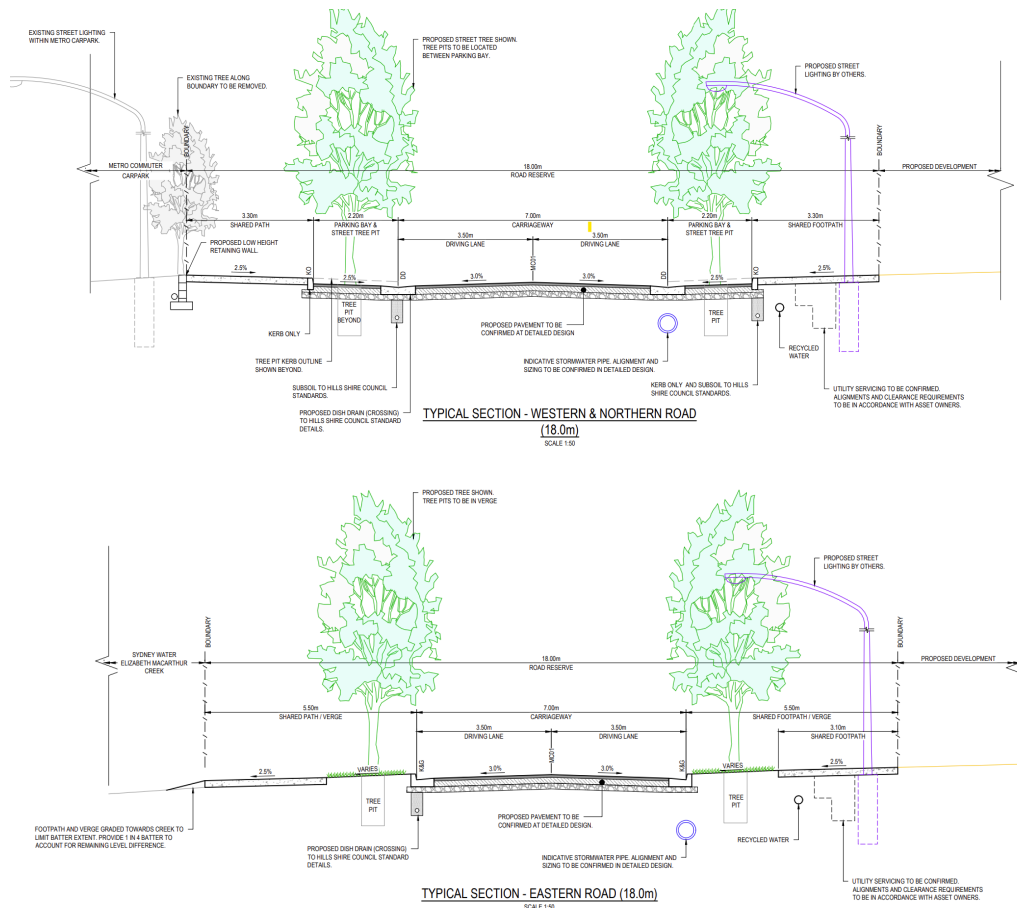
Road Design

The 'SSD-99622708 - CIVIL WORKS PACKAGE' set of design drawing prepared by AT&L has been reviewed and requires a revised set of drawings ensuring that road configurations comply with council's design standards to facilitate comfortable driving for the road users, avoid confusion on public assets and support the ongoing maintenance of council's assets. The design compliance requires compliance of following public road standards in accordance with relevant DCP as advised at the pre-lodgement:

- (a) All three roads (eastern, northern and western) configuration must be revised to include 6m wide carriage way width, and 2.5m indented parking bay and 3.5m wide footpath verge on both sides within the 18m wide road reserve; the non-standard dimensions shown on the drawings do not comply with council's standards as advised at the pre-lodgement.
- (b) Civil plans and Architectural plans clearly illustrating the provision of indented parking bays and 2.5m wide shared path on the verge adjoining to the creek along the eastern road.
- (c) Longitudinal section of the entire loop road connecting both ends of Samantha Riley Drive and adequate cross-sections ensuring the design compliance against flood control and vertical and horizontal geometry are required. It is advised that the minimum road gradient shall be 1% and the minimum vertical curve to be 25m.

The road design including geometry, vertical profiles and horizontal alignments must be designed to comply with council's Design Guideline subdivision and Developments.

Non-compliant road sections:



Vehicular access, Carparks and Circulation

The parking bays within the development, ramps and circulation are to be designed to the AS/NZS 2890.1:2004, AS 2890.2-2002 and AS/NZS 2890.6:2009.

All internal private driveway accesses and ramps between the basements are to be designed for a two-way traffic flow.

Swept path turning templates demonstrating a 12.5m long heavy rigid vehicle and a standard B99 passenger vehicle shall pass each other at critical turns and throughout the road network, and importantly at the driveway entrances have not been provided to ensure design compliance with the AS2890.2.

Long sections and adequate cross-sections of the driveway profiles have not been provided to ensure the design compliance of AS 2890.2:2018 for the height clearance and ramp design grades, change of gradient and travel length are to be considered using HRV.

Stormwater Management

Stormwater Network Concept Plans form part of the Civil Package has been reviewed and following information required for review:

- (a) Soft copy of DRAINS model analysing the hydraulic capability of existing structures and the proposed additional works with the development. This must include but not

limited to existing and proposed upgrade stormwater drainage network on Derrobarry Street must also be detailed on the civil plans.

- (b) A gross pollutant trap (GPT) will be required at the end of line prior to discharge to the creek, design must demonstrate the provision.

As advised at the prelodgement and according to the Sydney Water Concurrence attached to Integrated Stormwater Management report prepared by AT&L, and Onsite Stormwater Detention system (OSD) is not required for the development.

Design drawings must clearly identify the locations of treatment areas and the chambers identified in the model. As advised at the pre-lodgement, no treatment basins will be permitted within public domain, all must be located within the development.

- (a) Soft copy of MUSIC model used in determining Water Sensitive Urban Design measures illustrated in the AT&L plans.

Resource Recovery

- Total bins required for site
 - Buildings A and B-673 units
 - 19x1100lt garbage bins collected twice weekly with 2:1 compaction
 - 19x1100lt recycle bins collected twice weekly
 - 30x140lt FOGO bins collected twice weekly
 - Buildings C and D-587 units
 - 16x1100lt garbage bins collected twice weekly with 2:1 compaction
 - 16x1100lt recycle bins collected twice weekly
 - 26x140lt FOGO bins collected twice weekly
- Pre-lodgement advice was given that turntables will not be supported. The turntable proposed in Building A needs to be deleted. Amended plans must be provided showing the deletion of the turntable. Amended swept paths must be provided showing the HRV making a standard 3-point turn into the loading area of Building A.
- Developments over 400 units require a separate service entrance, Buildings C and D require a separate service entrance to ensure there is no potential conflicts for the waste collection vehicle to impede on general access to, from or within the site. Current swept path shows there may be potential conflicts when truck is reversing into the loading area.
- The bulky waste room needs to be 4m² for every 50 units. Current plans show the bulky waste room on the ground floor for buildings C and D to be 21m² and buildings A and B to be 46m². Amended plans must be submitted showing the bulky waste rooms on ground floor for buildings C and D to be 48m² minimum and Buildings A and B to be 56m² minimum. Noted there are larger bulky waste rooms on lower levels but cleaners having to transfer bulky items between levels is costly for owners and time consuming for cleaners. There would also be overflow on bulky waste collection days into the loading areas as the collection rooms will not be large enough for all items to hold, this can cause safety and access issues for trucks and workers.



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STATE SIGNIFICANT DEVELOPMENT CONSULTATION MEETING NOTES

20 February 2026 - 85/2026/PRE

APPLICANT: Colliers Urban Planning
PROPERTY: Lot 3 DP 1253073, 301 Samantha Riley Drive, Kellyville
ZONING: Zone R1 General Residential Zone SP2 Infrastructure
SUBJECT: Mixed Use Development
OFFICERS IN: Robert Buckham – Principal Coordinator Development Assessment
ATTENDANCE: Rita Wehbe – Senior Town Planner
Christian Webb – Senior Resource Recovery Operations Officer
Craig Bourke – Coordinator Environmental Health
Vidya Sivakumar – Senior Development Engineer

PROPOSAL:

- This development is for the construction of a Mixed Use Development comprising of 4 buildings and a 5 level building podium. It is noted that a separate early works DA will be lodged that will include the civil works.
- The proposal is identified as a State Significant Development.
- The proposal relates to proposed Lot 101 in a recently lodged subdivision application lodged with Council (1105/2026/ZA).
- This site is zoned R1 General Residential under the provisions of the Hills Local Environmental Plan 2019. The land is also subject to land zoned SP2 Infrastructure.
- The development is proposed to be a staged development comprising of three stages.
- Stage 1 includes the following:
 - Retail Parking (B1 and B2)
 - Residential Parking (B3 and L3)
 - Supermarket (and associated rooms) with additional retail spaces
 - Staff rooms and office spaces
 - Communal recreational space on Level 6
 - Building A – Residential Units – 38 storeys
 - Building B – Childcare Centre and Residential Units – 32 storeys
- Stage 2 includes the following:
 - Residential Parking (GL, B1, B2, B3, L1, L2, L3, L4 and L5)
 - Residential Units
 - Retail spaces
 - Building C – Residential Units – 34 storeys
- Stage 3 includes the following:

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- Building D – Residential Units – 26 storeys
- A mix of one, two and three bedrooms are proposed

PLANNING

- The primary purpose of the meeting and these notes are to provide guidance on detailed technical matters that impact Council's assets or matters we will need to manage in the future such as waste.
- The technical comments in these notes supplement the key planning comments and concerns outlined in the correspondence provided to the Department relating to your development *Input to SEARs – Samantha Riley Drive – Mixed Use Development HDA (SSD 99622708 & SSD-99622212)* letter issued on 9 December 2025.
- The architectural plans are to be amended to allow for property numbering to be provided. This is to run sequentially starting left of the lift and run in a clockwise direction around the building. Unit numbers cannot be repeated anywhere throughout the site – regardless of building name or number or street address. You are to begin the numbering at Building 1 and carry on numbering throughout the development.
- You are required to contact Council's Property Team regarding the road reserve onto Samantha Riley Drive with reference to commencing a road closure and purchase application. Council's Property Team can be contacted via the following email address: property@thehills.nsw.gov.au

RESOURCE RECOVERY

- An Operational Waste Management Plan must be submitted.
- Onsite waste collection must be proposed.
- Vehicular access and loading facilities must be provided and designed in accordance with AS2890.2 for the standard 12.5m long Heavy Rigid Vehicle (4.5m clear headroom clearance).
- Waste collection vehicles must enter and exit the site in a forward direction. Reversing must be limited to one reverse manoeuvre performed wholly onsite as part of a typical 3-point turn to access the dedicated loading bay. Swept paths must be provided.
- Turntables are not supported and should not be proposed.
- Central bin collection rooms must be provided to open directly onto the loading bay(s).
- Central bin collection rooms must be sized to store the total number of bins required to service each block. The bin layout must be shown on plans with bins drawn to scale. Bins must not be stacked more than 2 rows deep. All internal walkways of the bin room and the waste servicing door must have a clear floor width of 1.5m.
- The following number of bins would be required for 1300 units
 - Based on standard waste generation rates:
 - 120L garbage per unit per week
 - 120L recycling per unit per fortnight
 - 25L FOGO per unit per week
 - Garbage 36x1100lt bins collected twice weekly

- Recycling 36x1100lt bins collected twice weekly
- FOGO 58x140lt bins collected twice weekly
- Where waste chutes are proposed, dual waste chutes must be provided for the disposal of garbage and recycling.
- Chute openings must be provided within the corridors of all residential levels.
- A separate bin cupboard must be provided next to chute openings for larger items not suitable for chute disposal. This is to avoid chute blockages. The cupboard must be sized to store 1 x 240L sized bin.
- Chutes must terminate in basement chute termination rooms. Chute termination rooms must have adequate storage facility to store at least 2 days' worth of garbage and recycling.
- Developments with 250 or more apartments must propose twin chutes to enable chute disposal of both garbage and recycle. Garbage must be compacted (automated) at a ratio of 2:1 at all chute termination points.
- Separate FOGO bin storage areas must be provided in the basement, adjacent to lift cores. FOGO bin storage areas must have adequate storage facility to store at least 2 days' worth of FOGO.
- Bins must not be transported via vehicle ramps to different levels of the development. A dedicated in-shaft goods personnel hoist must be provided to transport bins from the basement level to the ground floor bin collection room. The hoist(s) must have a minimum platform of 3m x 2.4m (approx.. 3m x 3m shaft).
- Bulky waste storage rooms must be provided for each block. The rooms must be located to open directly onto the loading bay(s). The rooms are to be sized to have 4m² per 50 apartments, rounded up to the nearest 50 apartments for better operational outcomes.
- A separate commercial bin room must be provided for commercial tenants. Commercial tenants must not have access to residential bins and vice versa.

ENVIRONMENTAL HEALTH

- A site assessment would be expected undertaking at least a preliminary assessment if none have been undertaken.
- A detailed acoustic assessment would be required as there are a number of activities which are common sources of noise complaints
- Generally the noise of plant and equipment should be considered. This is often postponed in the process because specific details are not known at this stage. Planning for noise would assist with appropriate placement and potential barriers.
- The potential noise from the loading dock should be fully assessed with appropriate limits on times and usage. The loading dock should not be provided with 24 hour usage but be restricted to no later than 10pm and no earlier than 6am without significant noise attenuation.
- The noise from the proposed childcare should be assessed based on a criteria of no more than 5dB above the measured background noise. The AAAC Guidelines that increase the background noise level arbitrarily to 40dB(A) and provide a 4hour 10dB(A) above background noise for

outdoor play is not accepted.

- No open balconies should be included above the outdoor play area of the childcare centre.

ENGINEERING

Survey Details

- A detailed survey plan providing 0.5m contours, spot levels, and drainage structures/ dams/ watercourses or flow paths is required with the application. Survey details must be extended outside the development sites. The survey levels must be based on Australian Height Datum (AHD) prepared by a registered surveyor.
- The detailed survey plan defining the development boundaries, including the building footprint, rail corridor, rail infrastructure, Sydney Metro substratum land, and the distance to the Sydney Metro elevated structure has not been provided and is required to enable a proper assessment. All measurements contained within the survey plan must be verified by a registered surveyor.
- The part of the site that is within the SP2 Infrastructure Zone has the purpose of being 'designated for stormwater management'. This part of the site (Zoned SP2) is required to be clearly identified on the proposed civil plans. It has not been, and must be, demonstrated that no works are proposed within the SP2 Infrastructure Zoned on the land.

Flooding

- The development sites are identified as Flood Control Lots due to flood inundation from Elizabeth Macarthur Creek, traverses the eastern boundary.
- It is noticed that a facilitating subdivision development application DA 1105/2026/ZA is currently with council, proposes a boundary adjustment with Sydney Water owned land. Unless the impact on existing flood behaviour along the drainage reserve and over the subject sites is investigated and addressed under the subdivision application, it must be addressed as part of the subject development application.
- A Flood Impact Assessment report (FIA) prepared by a suitably qualified flood engineer addressing THLEP clause 5.21 – Flood Planning and THDCP Part C Section 6 – Flood Controlled Land must be provided with the application.
- The report must detail the pre-development and post-development scenarios demonstrate that the development is adequately protected from flood inundation and flood damages whilst no impact on the flood behaviour.
- Flood Impact Analysis must identify the required construction activities (road, earth works and/ or retaining walls) in the vicinity of drainage land and demonstrate that such activities do not cause adverse impact on existing flood behaviour (flood levels, velocity, flood storage etc. along the creek in the locality. Electronic copies of flood models must be accompanied by the report.

- The current flood levels of the site are to be obtained from Sydney Water, their written advice must be incorporated in the report. The plots of existing flood behaviour and post flood behaviour for the 1% AEP must be included in the civil concept plans.
- The works in the vicinity of the creek must have regards to the Rehabilitation and Trunk Drainage Works identified in the Elizabeth Macarthur Creek Rouse Hill Development Area (Rev. 02) by RHDHV, dated 12/01/2024 and the flood level from the site identified in the Rouse Hill flood study 2014).
- Written advice and confirmation obtained from Sydney Water is required to be included concurring the plots of existing post development flood extent lines, and support for the construction activities proposed across the frontage of creek corridor.
- Generally, no retaining walls will be supported along the creek corridor, any earth works must be earth batters.
- The road levels adjoining the creek must be set to a minimum 100mm higher than the 1% AEP flood level in accordance with the clause 4.19(e) of the THDCP Part D Section 16 – 301 Samantha Riley Drive.
- With regards to the 1%AEP levels, whatever is higher than the flood level from the Rehabilitation and Trunk Drainage Works of Elizabeth Macarthur Creek Rouse Hill Development Area (Rev. 02) by RHDHV, dated 12/01/2024 or the flood level from the site identified in the Rouse Hill flood study 2014. Also, the revised post development flood behaviour analysis must be considered too.

Road Network

- A civil engineering package prepared by AT&L Civil Engineers and Project Managers, provided upon the pre-lodgement illustrates a loop road around the development named eastern road, northern and western road respectively straddle the site boundaries.
- The proposed roads must be designed, constructed and dedicated as public roads at no cost to council. The application must be accompanied by a written undertaking, in the form of an annotation on the subdivision concept plan and a separate undertaking in the Statement of Environmental Effects.
- The internal road design network and improvement work (traffic signals, removal of roundabout etc.) on Samantha Riley Drive must address the THDCP Part D Section 16 – 301 Samantha Riley Drive, THDCP Bella Vista and Kellyville Station Precincts Kellyville of THDCP and Part D Section 5 – Kellyville Rouse Hill Release Area and the TfNSW requirements.
- The section 2.3 of THDCP Part D Section 16 requires the western road must provide a single traffic lane and parking lane in each direction. The typical section on civil package illustrates this provision.
- Typical sections of the eastern and northern roads are not reflective with regards to indented parking bays shown on respective site layouts.

- All three roads configuration must be designed to be consistent to the THDCP Bella Vista and Kellyville Station Precincts '*Local Road Standards for Residentials*' to provide 18m wide road reserve to include 6m wide carriage way width, and 2.5m indented parking bay and 3.5m wide footpath verge on both sides. The non-standard dimensions shown on the drawings for each road must be revised.
- Shared Pedestrian and Bicycle links are to be provided in accordance with THDCP Part Section 16 and THDCP Bella Vista and Kellyville Station Precincts. A shared path of 2.5m wide must be provided on the verge adjoining to the creek along the eastern road.
- The road configurations must be considerate to comply with council's design standards that facilitate comfortable driving for the road users, avoid confusion on public assets and to support the ongoing maintenance of council's assets.
- The road design including geometry, vertical profiles and horizontal alignments must be designed to comply with council's Design Guideline subdivision and Developments. It is advised that the minimum road gradient shall be 1% and the minimum vertical curve to be 25m.

Vehicular access, Carparks and Circulation

- A detailed Traffic Impact Assessment report will be required with the application. It must be referencing the Kellyville and Bellavista railway precincts studies.
- Adequate design details including dimensions, allocation references etc. of the vehicular access, carparks and circulation are required to demonstrate the design provides a safe and unimpeded direct path of travel to the lifts, design compliant to relevant Australian design standards.
- The basement parking areas must clearly annotate the designated users of each carpark, pedestrian pathways etc.
- Parking bays within the development are to be designed to the AS/NZS 2890.1:2004, AS 2890.2-2002 and AS/NZS 2890.6:2009.
- A minimum 6m wide driveway is required, however subject to swept path turning templates it must be further widened.
- Sight Distance Analysis will be required to ensure the safe entry and/exit to the public road and the basement.
- All internal private driveway accesses and ramps between the basements are to be designed for a two-way traffic flow.
- Swept path turning templates demonstrating a 12.5m long heavy rigid vehicle and a standard B99 passenger vehicle shall pass each other at critical turns and throughout the road network, and importantly at the driveway entrances are required with the DA to ensure compliance with the AS2890.2.

- Long sections and adequate cross-sections of the driveway profiles are required designed to the AS 2890.2:2018; height clearance and ramp design grades, change of gradient and travel length are to be considered using HRV.

Stormwater Management

- Stormwater Concept Plans and associated Stormwater Management report must be provided with development application. Adequate management measures to be incorporated to demonstrate the stormwater management for the site including proposed road network and the disposal to a lawful/legal point of discharge in accordance with section 4.4 of the Design Guidelines Subdivision/ Developments.
- Existing and proposed upgrade stormwater drainage network on Derrobary Street must also be detailed on the civil plans.
- The ultimate drainage discharge must be directed to the creek via a single point of discharge; generally multiple discharge points will not be supported unless avoidable due to the terrain. Proposed outlet structures (headwall) must be located outside the 1% AEP flood inundation.
- The stormwater management relates to the development must be designed to achieve the objectives of THDCP Part D Section 16 – 301 Samantha Riley Drive, THDCP Bella Vista and Kellyville Station Precincts Kellyville of THDCP and Part D Section 5 – Kellyville Rouse Hill Release Area.
- The development will not require a permanent/ temporary Stormwater Detention system (OSD) within the site designed to control the post development runoff unless Sydney Water requires so.
- Water Sensitive Urban Design measures must be incorporated within the development to ensure treatment of annual average pollution reduction targets achieve the below:
 - 90% of reduction of gross pollutants
 - 85% of total suspended solids
 - 65% of total phosphorous
 - 45% of total nitrogen.
- No design elements treating the development will be permitted within public domain, all systems must be within the development.
- A gross pollutant trap (GPT) will be required at the end of line prior to discharge to the creek, design must demonstrate the provision.
- A soft copy of the MUSIC Model must be submitted to enable a proper assessment.

Groundwater Management

- A groundwater assessment report prepared by a suitable geotechnical engineer must confirm the extent of groundwater management during construction and the ongoing management post construction. It is advised that the groundwater displacement be greater than 3ML/year then the

basement shall be designed and constructed as a tanked basement unless NSW Water concurs for an alternative, a written evidence is required.

Earthworks and Retaining Walls

- Bulk Earthworks required must be shown on separate plans including extents, locations and dimensions (depth/height) of all cut and fill and retaining walls.
- Site Sections (long and cross) must be provided distinguishing between the existing natural ground and proposed design ground, illustrating how the earthworks meet with the adjoining natural ground and creek.
- Details of retaining walls if required, adequate design details including locations, cross-sections illustrating levels must be included in the civil package.

Concept Design Documentation

- A set of Civil Concept Plans detailing the above engineering works including road network, stormwater management, earth works, vehicular access and carparking must be provided with development application.
- The civil engineering plans must demonstrate compatibility with TfNSW's, Sydney Water's and Sydney Rail's design requirements.
- Civil plans must plot the creek line, and separate pre and post development flood extent lines etc. to demonstrate the development does not encroach within these areas.
- Concept Plans providing engineering longitudinal and cross sections at regular intervals are required to ensure compliance with design standards. Cross sections should show the existing and proposed ground levels and flood levels in the vicinity.
- Soft copies of all models including TUFLOW, DRAINS and MUSIC must be accompanied by respective sub-catchment plans.

Prelodgement fee of \$2,800 has been paid (receipt number 1924939).

Finally, it should be acknowledged that the above advice is preliminary only and is based on the information provided to date and limited research into the site history and constraints. Any application submitted would be subject to a more thorough assessment that could potentially add to or amend the above advice. This advice does not bind Council to a decision should an application be received.

PRELODGE



Robert Buckham

PRINCIPAL COORDINATOR DEVELOPMENT ASSESSMENT
11 March 2026