I am writing to submit my **OBJECTION** to SSD-65595459 Hunter Indoor Sports Complex (HISC), for the following reasons.

Traffic

This is based on the traffic study (Appendix P) and from experience as a member of the community whose child played for Lambton Jaffas FC, the club that trains on Wallarah and Blackley Ovals (2 Monash Road and 24 Wallarah Road, New Lambton). Coming from my residence from the western side of the ovals, I would park along Monash Road for training and game days. To get back to my residence, I would turn left from Monash Road onto Turton Road, left again at the traffic lights onto Young Road, and straight on past the 4-way stop sign. I anticipate basketball patrons coming from the areas and suburbs west of the ovals will also do the same thing, causing traffic congestion along smaller suburban roads (Young, Womboin, Wallarah, Monash Roads) that did not have traffic impact studies performed on them. Additionally, patrons coming from the east and north of the stadium will not be able to turn in the proposed stadium carpark directly, and will again have to travel on the same suburban streets (Young, Womboin, Wallarah, Monash Roads), further causing travel congestion and cannot be considered negligible traffic impact.

Additionally, my child also plays touch footy across the road from the proposed site of Wallarah and Blackley Ovals, behind McDonald Jones Stadium. To get from the western side of the ovals to the stadium, I have to turn left at the Monash/Turton Road intersection, cross two lanes of Turton Road at peak hour traffic (weekday 4.30-5.30pm), to get to the right turn lane that is only 4 cars (approximately 50m) long (Figure 1). This takes a long time as I have to wait for both lanes to be clear. If the basketball patrons are going to have to do loops to find parking, or try to get across to the stadium, they will hold up traffic on Monash and Turton Roads, especially since there is a traffic-lighted pedestrian crossing not far from the entrance/exit to HISC. Getting out of McDonald Jones stadium to head back west is difficult too, having to turn left onto Turton Road to turn right at Young, and again, a short stretch to get to the right lane. This will be repeated on a loop for basketball patrons who fail to get a parking spot within HISC or McDonald Jones stadium.

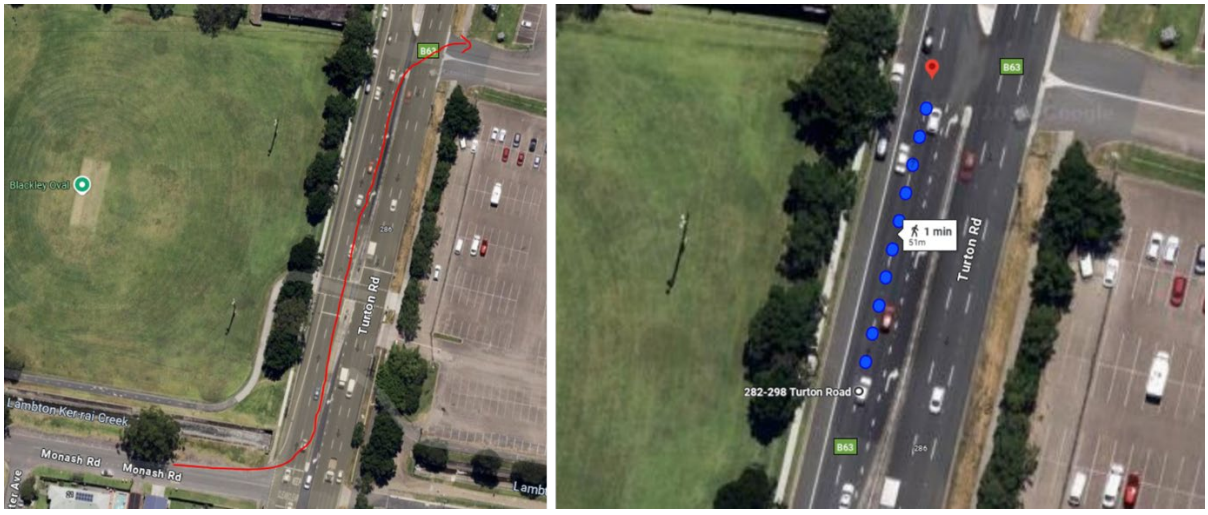
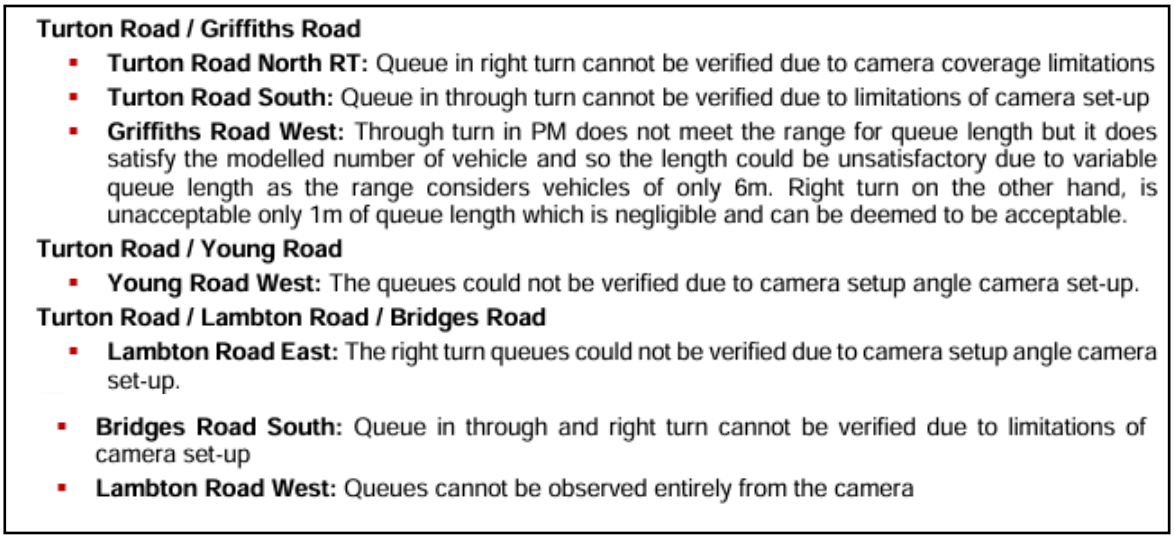


Figure 1: (LEFT) shows the travel from Monash Road to get to the proposed overflow carpark at McDonald Jones Stadium (arrow in red), and (RIGHT) shows the length of the right turn lane (50m, from where the lane starts that is a width of a car – any further and cars will block the right lane on Turton Road)

The SIDRA Intersection report, Appendix RR section 3.5, also shown that during the study periods, queuing lengths at numerous intersections cannot be verified, including major intersections around the proposed site (Figure 2).



Turton Road / Griffiths Road

- **Turton Road North RT:** Queue in right turn cannot be verified due to camera coverage limitations
- **Turton Road South:** Queue in through turn cannot be verified due to limitations of camera set-up
- **Griffiths Road West:** Through turn in PM does not meet the range for queue length but it does satisfy the modelled number of vehicle and so the length could be unsatisfactory due to variable queue length as the range considers vehicles of only 6m. Right turn on the other hand, is unacceptable only 1m of queue length which is negligible and can be deemed to be acceptable.

Turton Road / Young Road

- **Young Road West:** The queues could not be verified due to camera setup angle camera set-up.

Turton Road / Lambton Road / Bridges Road

- **Lambton Road East:** The right turn queues could not be verified due to camera setup angle camera set-up.
- **Bridges Road South:** Queue in through and right turn cannot be verified due to limitations of camera set-up
- **Lambton Road West:** Queues cannot be observed entirely from the camera

Figure 2: Cameras at various intersections could not be verified (Appendix RR section 3.5). In some of the instances in different scenarios, the modelled queue lengths or their differences did not meet the acceptable range of queue. This brings into question the integrity of this report.

The verification of traffic modelling reports is crucial to ensure the accuracy and reliability of the results. This process typically involves comparing model outputs against observed data or established benchmarks to identify any discrepancies or errors in assumptions (https://www.livingstone.qld.gov.au/downloads/file/2903/traffic-network-modelling-guidelines-sidra-). Considering the proper calibration against observed traffic conditions cannot be verified due to camera coverage limitations, I question the credibility of the traffic and intersection reports produced by the consultants.

It is also interesting to note, that in Appendix S, the Executive Summary states that the site is located within the Broadmeadow Sports and Entertainment Precinct (Hunter Park), which it is not.

Parking

The proposed site for the stadium is heavily reliant on the provision of overflow parking during major events (Appendix S section 4.6 and Appendix P section 2.6.2). Appendix P section 2.6.2 (Off-Street Parking Provision) states that there is a large off-street parking area associated with the McDonald Jones Stadium on Turton Road opposite the subject site. However, under the draft Broadmeadow Place Strategy published between 12 June to 24 July 2024 (https://haveyoursay.newcastle.nsw.gov.au/broadmeadow-place-strategy), the forecourt of McDonald Jones Stadium is to be rezoned from RE1 Public Recreation to E2 Commercial, which means that the 900 car park spots referenced above will not be available to Newcastle Basketball patrons (Figure 3).

There are also two contradicting reports, in which Appendix Q (Green Travel Plan) states that there are 8 disabled parking spaces and 10 drop off spaces, whereas the EIS Summary section 3.2.3.2. states that there are 8 accessible spaces and 9 are drop off spaces. It brings into question the credibility of the consultants if details like these cannot be corroborated.

Section 7.8.2 of the Broadmeadow Precinct Traffic Management Plan states that due to the predicted growth of the Broadmeadow area (adjacent to proposed site), there will be increase in demands on the transport infrastructure and parking. The forecasted traffic volumes for this area indicate that many travellers (including basketball patrons and spectators) will continue to use private cars, which will further burden the road network, including Turton Road. According to this same report, car users value the comfort, flexibility and convenience of using their own vehicle, further supporting the notion that human nature will dictate that most basketball patrons will be driving to the proposed stadium rather than taking public transport, in which the schedule is sparse on the weekends. This report also states that one of the strategies to reduce reliance of own vehicles is to make parking scarce or expensive, which will further drive basketball patrons to park in surrounding small residential streets.

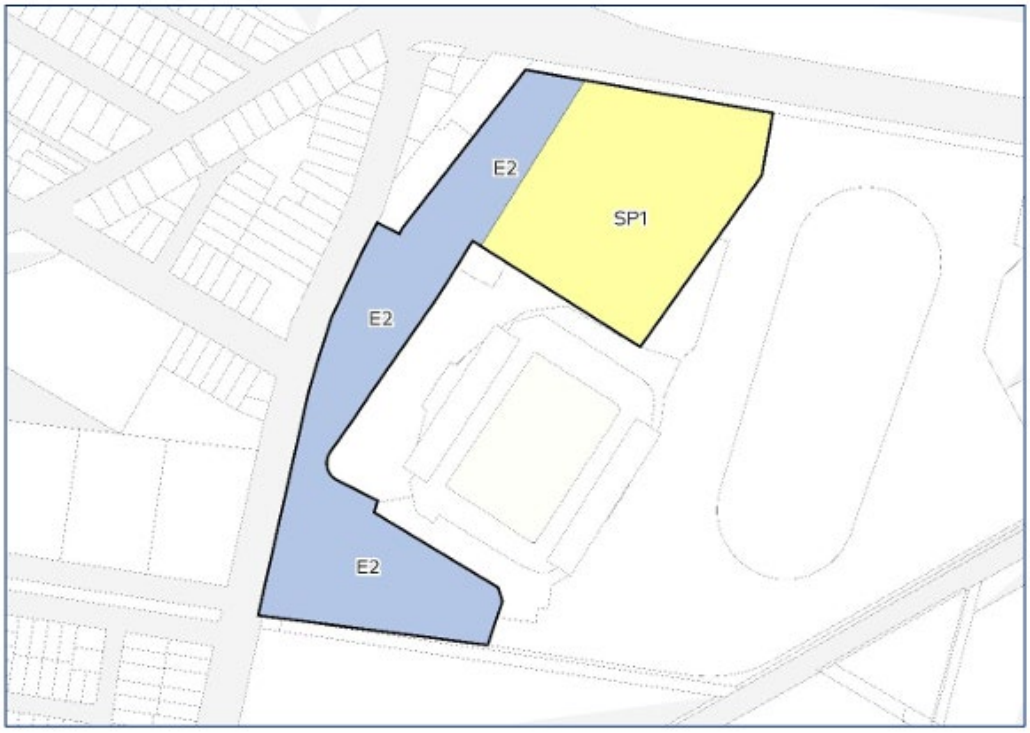


Figure 11 Proposed zoning at Go kart and stadium forecourt

Figure 3: Map from draft Broadmeadow Place Strategy showing the proposed rezoning of the stadium forecourt, which was identified as having 900+ spaces for overflow parking for basketball major events, to E2 Commercial.

Appendix S section 4.6 also assumes that on-street parking is available along the Monash Road frontage. If this is the case, then traffic studies should have been conducted on Monash Road (and roads adjacent to Monash Road). However, the on-street parking along Monash Road is dangerous, as it balances precariously on a short slope that falls into the Ker-rai Creek, and does not have metal barriers. As shown in Figure 4 (top), this on-street parking on Monash Road fills up quickly during major events at McDonald Jones Stadium on the eastern side of Turton Road, and as there is no footpath on the side of the on-street parking, those that park there are forced to walk on and along Monash Road, which is a significant safety issue. Figure 4 (bottom) shows cars parked across driveways during major events at McDonald Jones Stadium, a component of human nature which is not assessable, in which humans value conveniency above all else.

Newcastle Basketball has stated that they will not plan any major events to coincide with major events at McDonald Jones Stadium, although this will be difficult seeing that Newcastle Knights and Newcastle Jets have 12 home games each (total 24), and Venues NSW has lodged plans to hold 15 major non-sporting events at McDonald Jones Stadium. This could probably bring the total number of large events at McDonald Jones Stadium to 39 throughout the year, which would not leave many opportunities for Newcastle Basketball to be scheduling non-overlapping major events.

Figure 4: (TOP) Cars parked on the on-street parking along Monash Road next to the proposed site, and absence of metal barriers to stop cars from rolling into the creek. People are also shown walking on Monash Road, putting themselves in harm's way due to the absence of a footpath.

A member of the community with the required expertise has modelled the parking impact of the proposed build on suburban streets (Figure 5). This modelling was done using public images from Google Maps, with each red dash representation a vehicle, taking into account the maximum capacity of the show court (2500 people), and without access to the supposed 900+ car park

spaces in McDonald Jones Stadium. Some of the other assumptions made are that (1) cars are only placed in legal parking spaces, which we know does not happen during Newcastle Knights home games, as shown in Figure 4 where cars are parked across driveways, (2) no residents are using the street parking, which is also not a scenario that is representative of real-world, (3) 2.5 people per car, and more that are listed in Figure 5.

As shown in Figure 5, the parking impacts are far-reaching, almost similar to what we see during Newcastle Knights home games and major events, such as the Paul McCartney, Elton John, and Pink concerts at McDonald Jones Stadium. It can be hypothesized from this modelling that the addition of resident street parking and player and staff parking will further increase the detrimental impact of the proposed stadium on local residents and surrounding suburban streets, and that the events in this stadium that are held concurrent with events at McDonald Jones Stadium will have a major detrimental effect on local residents and streets.

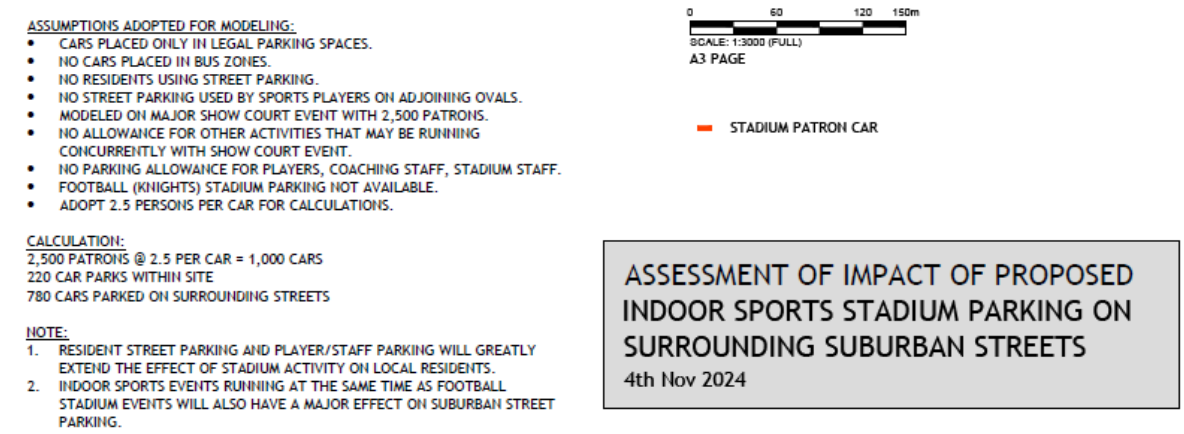


Figure 5: Modelling showing the extent of impact of on-street parking if there is an event in the show court of the proposed stadium, and the parameters and assumptions made to generate this model. This impact is comparable to the parking impact of a major event at McDonald Jones Stadium

In Figure 6 below, the areas of affectation from Appendix LL section 7.1 is overlayed on the same parking impact map as Figure 5. As shown, the letters that supposedly received letterbox drops (use of supposedly as interactions with residents in those areas have stated that they never received any letterbox drops), are outlined in yellow, but in reality the impact is further afield and will significantly affect residents on Womboin Road.

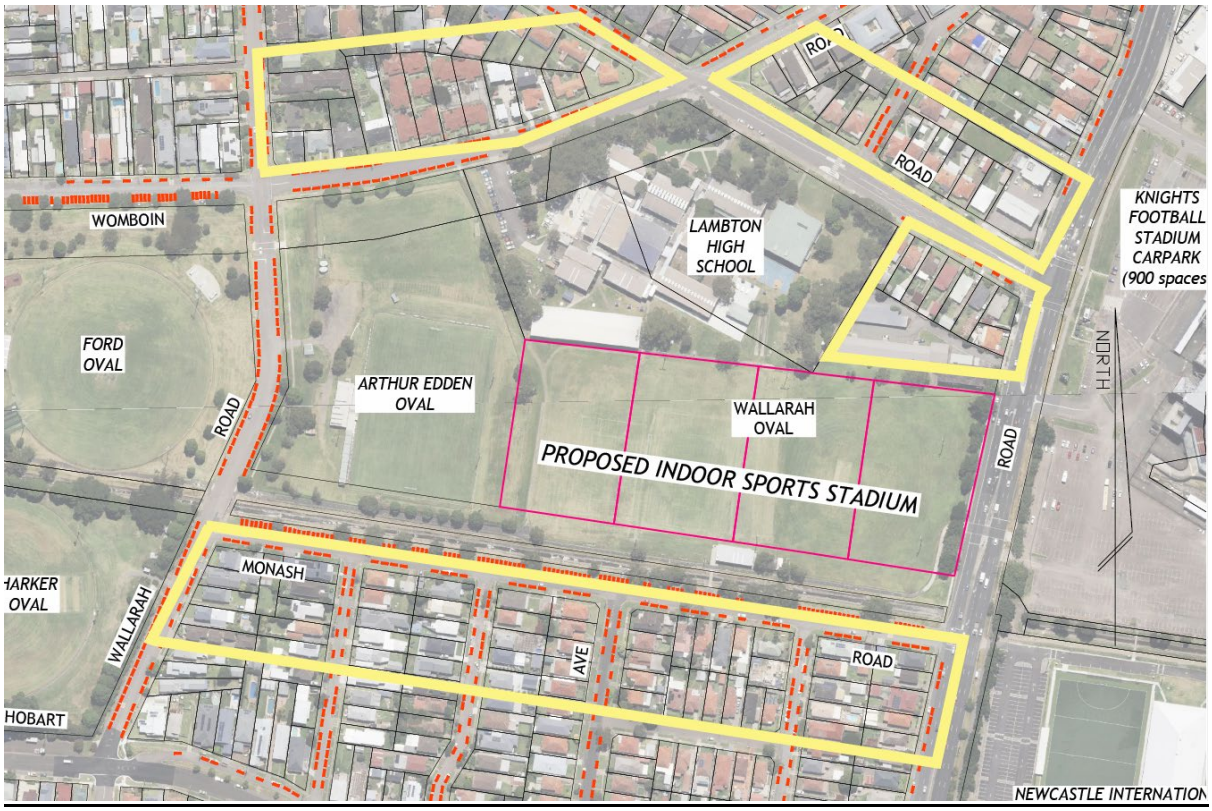


Figure 6: Overlay of areas of affectation from Appendix LL section 7.1 outlined in yellow on the parking impact map from Figure 5. Of note is the impact on Womboin Road, an adjacent street that is marked in the flood emergency response and will bear the traffic impact of patrons coming from all directions.

Flooding and flood emergency response

In a presentation by EnZhuo Gai to Hunter Living Histories about Public Housing & Planning (https://hunterlivinghistories.com/2024/06/24/julyhlh24/), he showed that there are high grounds approximately 2.5km from the proposed site of the build, which will funnel all the water from the high ground into the city via the Lambton Kerrai Creek that runs past the ovals, and managing this flooding problem is very important to the whole city (https://www.youtube.com/watch?v=wtlEkAI-07k&t=270s – 3:49-4:16). This has never been more obvious that in a rain event, the water level in Lambton Kerrai Creek next to the ovals increases at such a rapid rate, despite the ovals absorbing much of the rainwater (Figure 7).

Figure 7: Water level in Lambton Kerrai Creek that runs next to the proposed site of Wallarah and Blackley Ovals. On the day when these photos were taken (14 February 2024), there was 17.4mm of rainfall, according to the Bureau of Meteorology.

Appendix UU (Flood Emergency Response Strategy) section 2.6 states that there is the potential of inundation within the car park in the event of a flood, and regular visitors are advised to park off-site (eg. on Womboin Road). Womboin Road is adjacent to three other fields, Arthur Edden Oval, Ford and Kentish Ovals. This road parallel parking along Arthur Edden, and 90deg rear parking along Ford and Kentish Ovals, which are also heavily used for soccer and cricket. Womboin Road is a local road and has a 4-way Stop-sign controlled intersection that connects with Young Road, which in turn connects to Turton Road, a regional road, controlled by traffic lights. If Womboin Road is such a significant part of the flood response, there should be traffic studies performed on this road, which there was not (Appendix P, section 2.4). Additionally, any back-up in traffic due to the inability to find a parking spot on Womboin Road can lead to traffic hold-up, possibly affecting Turton Road, as the section between the intersection of Turton/Young and Young/Womboin is only 270m, with a high school, 40km/h zones, pedestrian crossing, traffic lights, and 4-way Stop-sign in that 270m section.

Community and Stakeholder Engagement

In Appendix D, it was stated that page 9 that the stakeholders, including surrounding local landowners, were consulted. Appendix LL section 7 page 24 also showed in yellow the residents

that should have received the letter. However, some residents in the yellow-outlined area have stated that they did not receive any letters.

The dedicated webpage for information on HISC is non-existent as it was just listed in amongst other news items (Appendix LL, section 4 - www.newcastlebasketball.com.au/news/) and the dedicated email hisc@newcastlebasketball.com.au goes unanswered. Those who emailed the dedicated email address did not receive any responses, and were not told that their emails will be used as part of the EIS submission to indicate community consultation. It was only on 6 November 2024, five days before public submissions to the HISC application closes, that the Newcastle Basketball website was updated and the news section showed the proposal, with a step-by-step instruction on how to access the page within the Newcastle Basketball news page.

Two community drop-in sessions were also organised for 16 and 18 March 2024. However, it was discovered that at the session on 16 March, it was not disclosed that there was a sign-in sheets to note the number of community members that attended. It was not until a community member noticed and passed it around. I believe this resulted in the underestimation of the number of attendees in the drop-in session (Appendix LL section 5.5 page 18).

LCG Solutions have also put forward incorrect information in regards to resident consultation. They reported that residents received a letter inviting them presentation at Lambton High School, when local resident who was a parent at the school shared it with the surrounding landowners.

To compare to community consultation performed by other proponents of SSD applications, I selected an SSDA of similar, if not smaller scale. This was the Weigall Sports Complex, Sydney Grammar School (SSD-10421), which is a construction of three-storey and single-storey building on 9,955m2, which is half of the GFA of the Hunter Indoor Sports Complex. However, their Community Consultation report indicated that they had 484 interactions with 137 individuals, a community survey, letterbox drops to 1000 residences, a dedicated website to provide the community with information about the project, meetings with individual residents, a feedback form, dedicated email address and phone number for the project's Community Engagement Manager. This highlights the disparity in the community engagement that should have been done by the proponents of HISC but was not.

Event Management Plan

Appendix S section 3.1 states that discussions have been undertaken between Newcastle Basketball Association, Basketball NSW and Venues NSW, and the schedule for events at the proposed HISC will be determined following review of the schedule for McDonald Jones Stadium to ensure they do not coincide with main events at McDonald Jones Stadium. However, as mentioned above McDonald Jones and Venues NSW has applied to increase major events at the stadium to 15 per year, not inclusive of Newcastle Knights and Newcastle Jets home games (12 each per year, March – October, November – April).

One of the recommendations for travel during events at the proposed stadium is reliance on public transportations. Appendix S section 4.5 shows the rail and bus service frequencies to Turton Road, in front of the proposed site. However, this was only for Monday to Friday, and does not show frequency on the weekend, from Friday evening to Sunday evening, when the major events are happening (Environmental Impact Statement section 3.2.4.2.).

It is interesting to note that in Appendix P section 4.1, it is stated that major events will be the typically occur on a weekend along, yet a bus schedule for the weekend was not included in the Traffic Event Management Plan (Appendix S). Additionally, bus routes that stop on Turton Road, Route 138 from Lemon Tree Passage and Route 266 from West Wallsend, only operate Monday-Friday, which naturally means that patrons and spectators coming from those areas will be driving to major events during the weekend, further exacerbating traffic on Turton Road and all suburban roads, as these routes come from the west of the proposed site. This will also increase parking on adjacent roads around the proposed site, of which no traffic studies were performed.

It is also not shown in the Traffic Event Management Plan (Appendix S) that for Route 27 from Wallsend, the frequency of the buses is once per hour on weekends (Figure 8). As human nature has shown, the patrons will not be risking missing a bus, or waiting a whole hour for the bus, to get to a major event. The patrons will hence be driving to the proposed stadium, further burdening the traffic on Turton Road and suburban roads, as this bus route is also coming from the west of the proposed site, and also increasing parking on surrounding local streets. Additionally, in Appendix S section 4.5, it is suggested that patrons coming on the Central Coast Newcastle line will stop at Broadmeadow station. Firstly, the station is a 23 minute walk (according to Google Maps), which players and patrons may not be willing to make, especially before playing a major game. Secondly, is was suggested that anyone stopping at Broadmeadow Station can take a bus to the proposed stadium. As previously mentioned, the frequency of the bus on Route 27 from Broadmeadow Station to the proposed site on weekends (during most of the major events) is once hourly, and if the timing of the arrival of the train does not coincide with the departure of the bus, it will be an hour wait, potentially increasing travel time to 2 hours. This will further encourage people to drive to major events, subsequently increasing traffic on Turton Road and surrounding roads, and increasing parking in surrounding streets.

Wallsend to Broadmeadow

Saturday									
Wallsend District Library, Bunn St, Wallsend	07:05	08:10	09:05	10:10	11:05	12:10	13:05	14:10	15:05
Englund St at Wilkinson Ave, Birmingham Gardens	07:10	08:15	09:11	10:16	11:11	12:16	13:11	14:16	15:11
Mathematics Building, Ring Rd, Callaghan	07:19	08:24	09:20	10:25	11:20	12:25	13:20	14:25	15:20
Edith St opp Calvary Mater Newcastle, Waratah	07:24	08:29	09:25	10:31	11:26	12:31	13:25	14:30	15:26
Young Rd at Womboin Rd, Lambton	07:33	08:38	09:34	10:41	11:36	12:41	13:34	14:39	15:36
Broadmeadow Station	07:39	08:44	09:40	10:48	11:43	12:48	13:40	14:45	15:43

Saturday						
Wallsend District Library, Bunn St, Wallsend	16:10	17:10	18:10	18:50	19:50	21:15
Englund St at Wilkinson Ave, Birmingham Gardens	16:16	17:16	18:15	18:55	19:55	21:20
Mathematics Building, Ring Rd, Callaghan	16:25	17:25	18:24	19:04	20:04	21:29
Edith St opp Calvary Mater Newcastle, Waratah	16:30	17:30	18:29	19:09	20:09	21:34
Young Rd at Womboin Rd, Lambton	16:39	17:39	18:38	19:18	20:18	21:43
Broadmeadow Station	16:45	17:45	18:44	19:24	20:24	21:49

Sunday & Public Holidays									
Wallsend District Library, Bunn St, Wallsend	07:05	08:10	09:05	10:10	11:05	12:10	13:05	14:10	15:05
Englund St at Wilkinson Ave, Birmingham Gardens	07:10	08:15	09:11	10:16	11:11	12:16	13:11	14:16	15:11
Mathematics Building, Ring Rd, Callaghan	07:19	08:24	09:20	10:25	11:20	12:25	13:20	14:25	15:20
Edith St opp Calvary Mater Newcastle, Waratah	07:24	08:29	09:25	10:30	11:25	12:30	13:25	14:30	15:25
Young Rd at Womboin Rd, Lambton	07:33	08:38	09:34	10:39	11:34	12:39	13:34	14:39	15:34
Broadmeadow Station	07:39	08:44	09:40	10:45	11:40	12:45	13:40	14:45	15:40

Sunday & Public Holidays			
Wallsend District Library, Bunn St, Wallsend	16:10	17:10	18:10
Englund St at Wilkinson Ave, Birmingham Gardens	16:16	17:16	18:15
Mathematics Building, Ring Rd, Callaghan	16:25	17:25	18:24
Edith St opp Calvary Mater Newcastle, Waratah	16:30	17:30	18:29
Young Rd at Womboin Rd, Lambton	16:39	17:39	18:38
Broadmeadow Station	16:45	17:45	18:44

Broadmeadow to Wallsend

Saturday									
Broadmeadow Station	07:50	08:50	09:55	11:05	11:55	13:05	13:55	15:05	15:55
Lambton High School, Young Rd, New Lambton	07:55	08:56	10:01	11:11	12:01	13:11	14:01	15:11	16:01
Calvary Mater Newcastle, Edith St, Waratah	08:04	09:05	10:10	11:20	12:10	13:21	14:10	15:21	16:10
Ring Rd opp Mathematics Building, Callaghan	08:09	09:10	10:15	11:25	12:15	13:27	14:16	15:27	16:15
Englund St at Wilkinson Ave, Birmingham Gardens	08:17	09:17	10:22	11:32	12:24	13:36	14:25	15:36	16:22
Wallsend District Library, Bunn St, Wallsend	08:24	09:25	10:30	11:40	12:33	13:45	14:34	15:45	16:30

Saturday					
Broadmeadow Station	17:15	18:00	19:05	20:00	21:05
Lambton High School, Young Rd, New Lambton	17:21	18:06	19:10	20:05	21:10
Calvary Mater Newcastle, Edith St, Waratah	17:30	18:15	19:19	20:14	21:19
Ring Rd opp Mathematics Building, Callaghan	17:35	18:20	19:24	20:19	21:24
Englund St at Wilkinson Ave, Birmingham Gardens	17:42	18:27	19:31	20:26	21:31
Wallsend District Library, Bunn St, Wallsend	17:50	18:35	19:39	20:34	21:39

Sunday & Public Holidays									
Broadmeadow Station	07:50	08:50	09:55	11:05	11:55	13:05	13:55	15:05	15:55
Lambton High School, Young Rd, New Lambton	07:55	08:56	10:01	11:11	12:01	13:11	14:01	15:11	16:01
Calvary Mater Newcastle, Edith St, Waratah	08:04	09:05	10:10	11:20	12:10	13:20	14:10	15:20	16:10
Ring Rd opp Mathematics Building, Callaghan	08:09	09:10	10:15	11:25	12:15	13:25	14:15	15:25	16:15
Englund St at Wilkinson Ave, Birmingham Gardens	08:17	09:18	10:23	11:33	12:23	13:33	14:23	15:33	16:23
Wallsend District Library, Bunn St, Wallsend	08:24	09:25	10:30	11:40	12:30	13:40	14:30	15:40	16:30

Sunday & Public Holidays			
Broadmeadow Station	17:15	18:00	19:05
Lambton High School, Young Rd, New Lambton	17:21	18:06	19:10
Calvary Mater Newcastle, Edith St, Waratah	17:30	18:15	19:19
Ring Rd opp Mathematics Building, Callaghan	17:35	18:20	19:24
Englund St at Wilkinson Ave, Birmingham Gardens	17:43	18:28	19:32
Wallsend District Library, Bunn St, Wallsend	17:50	18:35	19:39

Figure 8: Timetable showing frequencies of buses on Route 27 from Wallsend to Broadmeadow and Broadmeadow to Wallsend on weekends and public holidays. The buses on Route 27 travel once every hour, which may deter patrons from taking the bus (or trains) if the timing does not coincide with game time, or if it is too onerous.

Across the road from the proposed site, on the eastern side of Turton Road, is the Newcastle International Hockey Centre (NIHC). It has 155 carparks (as counted from Google Maps), 100 fewer than the proposed build at the final stage (but similar to the Stage 1A build, which has 150 parking spots). In a Facebook announcement by NIHC on 17 October 2024, hockey players, patrons, and spectators were notified that due to a state hockey event, there was no parking on-

site at NIHC, and as there was also a concurrent Newcastle Jets game in the nearby McDonald Jones Stadium, NIHC could only access the first two rows of parking at the stadium and patrons were recommended to park in adjoining streets (Figure 9). This highlights that one of the event management plans for traffic that should have been assessed, is street parking in small, residential streets adjacent to the proposed sites, as it is often viewed as a strategy during major events when parking in McDonald Jones Stadium is full or unavailable.

Figure 9: Facebook announcement from Newcastle International Hockey Centre recommending that patrons park in surrounding streets due to the parking at McDonald Jones Stadium being unavailable.

I believe that the issue of patron parking in adjoining streets during daily activities & major events has not been adequately addressed.

Noise

In Appendix U section 3.2, it was stated that construction is expected to take place during standard hours, and therefore sleep disturbance is not expected to be an issue and was not assessed further. However, this assumption completely disregards the presence of shift workers who sleep during the construction hours, and of which we know that there are few in the vicinity of the proposed site.

The impact on the students of Lambton High School, adjacent to Wallarah and Blackley Ovals, will also be tremendous. It has been shown that noise from construction-related works can disturb everyday activities requiring mental concentration, like reading or studying, and the normal construction time from Monday to Friday, 7am to 6pm, coinciding with school hours of 8.30am to 3.30pm (https://www.epa.vic.gov.au/for-community/environmental-information/noise/construction-noise/about-construction-noise).

Estimated Development Cost

It is well-known that Newcastle Basketball only has $25 million for the development of HISC. The estimated cost of the full development is $91 million. The cost of each of the stages of the build has not been broken down, so it is hard to know if $25 million will even allow for building of Stage 1A. According to the Newcastle Basketball 23/24 Annual Report, they have spent >$1 million on costs associated with their previous proposal to build this stadium in Hillsborough Road, and were progressing planning for this proposed site of Wallarah and Blackley Ovals with a budget of $23.4 millionb(https://www.newcastlebasketball.com.au/2024/05/03/2023-newcastle-basketball-annual-report/). According to Appendix G (Estimated Development Cost Summary), $4.3 million has already been spent on consultant fees, which leaves Newcastle Basketball with $19.1 million, which is only about one-fifth (20%) of what is required for the entire proposed build. They have recently failed to obtain an extra $15 million in funding from the Commonwealth Growing Regions Program, which brings into question the low probability of obtaining a further $72 million in funding to complete the full build (https://www.dungogchronicle.com.au/story/8691122/new-lambton-fields-only-site-available-for-basketball-stadium/).

Declaration of accuracy of information provided

It was declared in Application_20240919223925 that all information provided was correct. The lots number for this proposed build is Lot 2377, Lot 2378, Lot 2379, and Lot 2380 of Crown Land DP755247. Figure 10 (top) below shows Lot 2377, and the end of Lot 2380 is at the end of Blackley Oval, next to Turton Road in yellow (https://www.planningportal.nsw.gov.au/spatialviewer). Figure 10 (bottom) shows the same lots on Google Maps, which the combined length of the four lots being approximately 282m and the width being approximately 112m, which would make the area approximately 31,584sqm (3.15ha). This does not correlate with the declaration in document Application_20240919223925 that the site area is 78,300 sqm (7.83ha), and subsequently used in Appendices F, O, and QQ (and there may be more). This brings in to question the validity of the declaration, and if any of the EIS reports are accurate given that the land size used for the reports is incorrect.

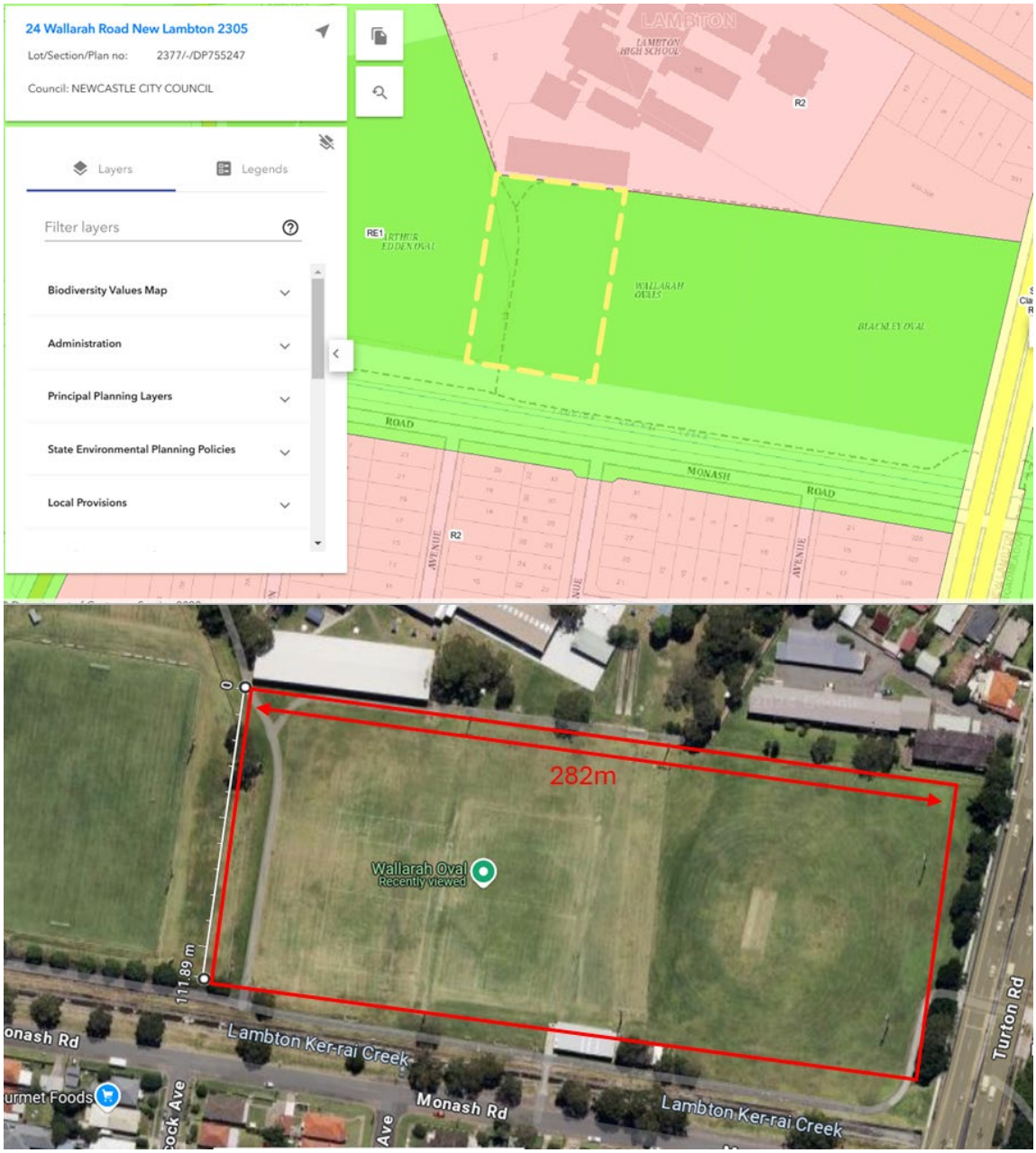


Figure 10: (TOP) Lot 2377 is outlined, and Lot 2380 is at the end of Blackley Oval, next to Turton Road in yellow. (BELOW) Lots 2377, 2378, 2379, and 2380 are outlined in red Google Maps, which the combined length of the four lots being approximately 282m and the width being approximately 112m, which would make the area approximately 31,584sqm (3.15ha).

Many the local community (>1500 signatories on the petition to the NSW Legislative Assembly and >1800 signatories on the change.org petition) have been opposing this SSD since it was first proposed. We do not oppose the proponents having a new and updated facility to advance the sport. However, this proposal is seriously flawed and will have negative impacts outweighing positive ones, due in part to a few of the reasons outlined and evidenced above, and the outcomes from full EIS reports further shows that this proposal is unsuitable for this site.