

Our Ref: 14683-HISC-EJE RtS2 (rev.1)
Date: 9 March 2026

Karen Harragon
Director
Social Infrastructure & Assessments
Department of Planning, Housing & Infrastructure

ATTENTION: Karen Harragon

Dear Karen,

RE: **Response to Submissions 2 (RtS2) – Hunter Indoor Sports Centre (SSD-65595459)**

This architectural statement supports the Response to Submissions 2 (RtS2) for State Significant Development Application (SSD- 65595459) for the proposed Hunter Indoor Sport Centre (HISC) at 2 Monash Road and 24 Wallarah Road, New Lambton.

SSD-65595459 sought development consent for an indoor stadium, amenities and associated civil and landscaping works.

The RtS2 submission, aims to address the responses received from various government agencies, as well as community submissions received.

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Figure 1 - Aerial Context Impression of the Developed Design Proposal for RtS2

As part of the RtS2 submission, the following architectural & landscape design changes have generally been made:-

- Further façade articulation & refinement to primarily address the State Design Review Panel (SDRP) comments.
- Modifications to the perimeter fire-truck accessway, to better relate to the refined façade presentation.
- Additional external bicycle parking has been added as requested by City of Newcastle (CoN).
- Modifications to the 10m wide future public circulation corridor as requested by CoN, including:-
 - Spatial indication of future 3.0m wide pathway, 3.5m wide cycleway, & future 5m wide bridge widening.
- Addition of 15x extra street trees along Monash Rd as requested by CoN.
- Incorporation of permeable paving to all carparking spaces on site, to address SDRP comments.
- Increase in planting to northern boundary between residential townhouses and proposed HISC.

The following commentary is in relation to the Key Issues raised by the Department of Planning, Housing & Infrastructure (DPHI) dated 24th October 2025, with respect to the architectural and design items.

DPHI Key Issue – Traffic - 2 (f)

DPHI Comment

Identify on plan, the location of parking for 22 seat coaster style buses mini-buses as referred to in the TIA.

EJE Response

The space for 4x 22-seater mini-buses have been shown on the Proposed Site Plan (EJE drwg A43).

See Fig.2 below.

These spaces are generally intended for use by school groups during typical school hours, when the car parking spaces aren't required for use.



Figure 2 - 4x 22-Seater Mini-Bus Spaces (shaded yellow).

DPHI Key Issue – Traffic - 2 (g)

DPHI Comment – re. CoN Memo (dated 17th Sept 2025) – Civil Plans (b)

The swept paths for a 14.5m bus require traversing multiple lanes on Turton Road when entering and exiting the site. What is the impact on traffic queuing and safety both in the car park and on Turton Road?

It is also noted such buses result in potential vehicle conflict within the car park itself. It is recommended the layout be revised to address this concern.

EJE Response

The swept paths shown by Groundswell (refer to drwg DA-980-01, & part screenshot/Fig.3 below), demonstrate that a 14.5m long rigid bus, turns entirely from the kerb side lane of the two north bound lanes, when entering the site. Given there is adequate parking provided within the site and adequate queuing distance prior to reaching the parking zone, it is not considered there will be any safety issues within the carpark or Turton Road.

When egressing from the site, the 14.5m long rigid bus utilises the pavement within Turton Road (i.e. both travel lanes). It is unclear why the bus would need to demonstrate turning into the kerb side lane of the two lanes only, as this would be an unsafe and illegal manoeuvre if there was a vehicle travelling north in the second lane. If the driveway was further widened to allow buses to turn into the kerb side lane only, then this would result in a poor outcome for pedestrians in the footpath, as it would increase the width of the driveway beyond the guidelines for pedestrian crossings.

Within the internal carpark area, swept paths demonstrate that a 14.5m long rigid bus can travel through the site, without impeding parking spots. Refer Groundswell drwg DA-980-01, & part screenshot/Fig.4 below.

The swept paths show the 14.5 long rigid bus overlapping a “no parking zone” at the building’s entrance (i.e. a hatched line-marking area only), but doesn’t overlap any of the Drop-Off spaces, or any other car spaces on site.

Based on the above, it is considered the design provides safe and practical access, circulation, & egress for buses.

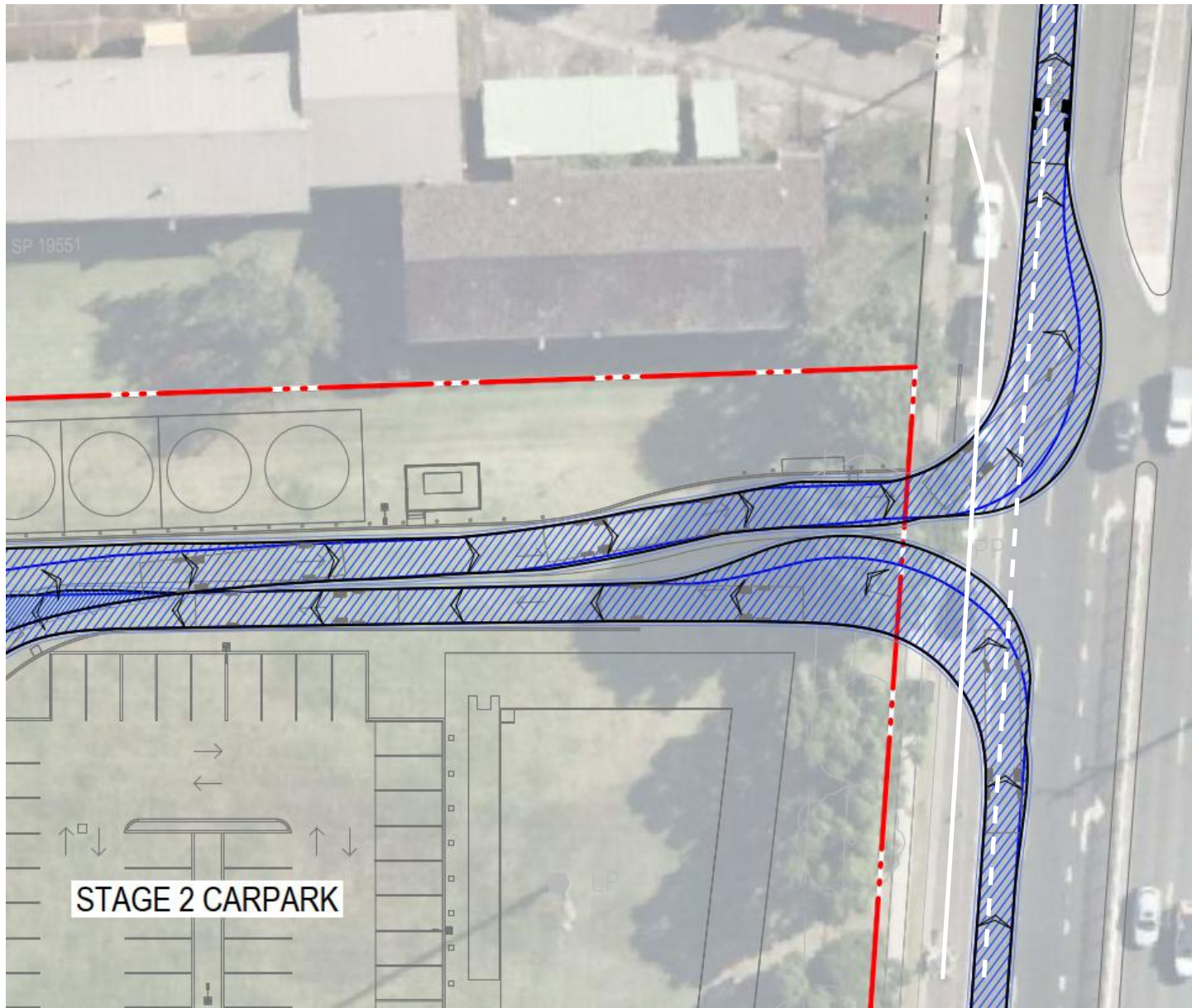


Figure 3 – Site Entry & Exit Bus Swept Paths - Turton Rd

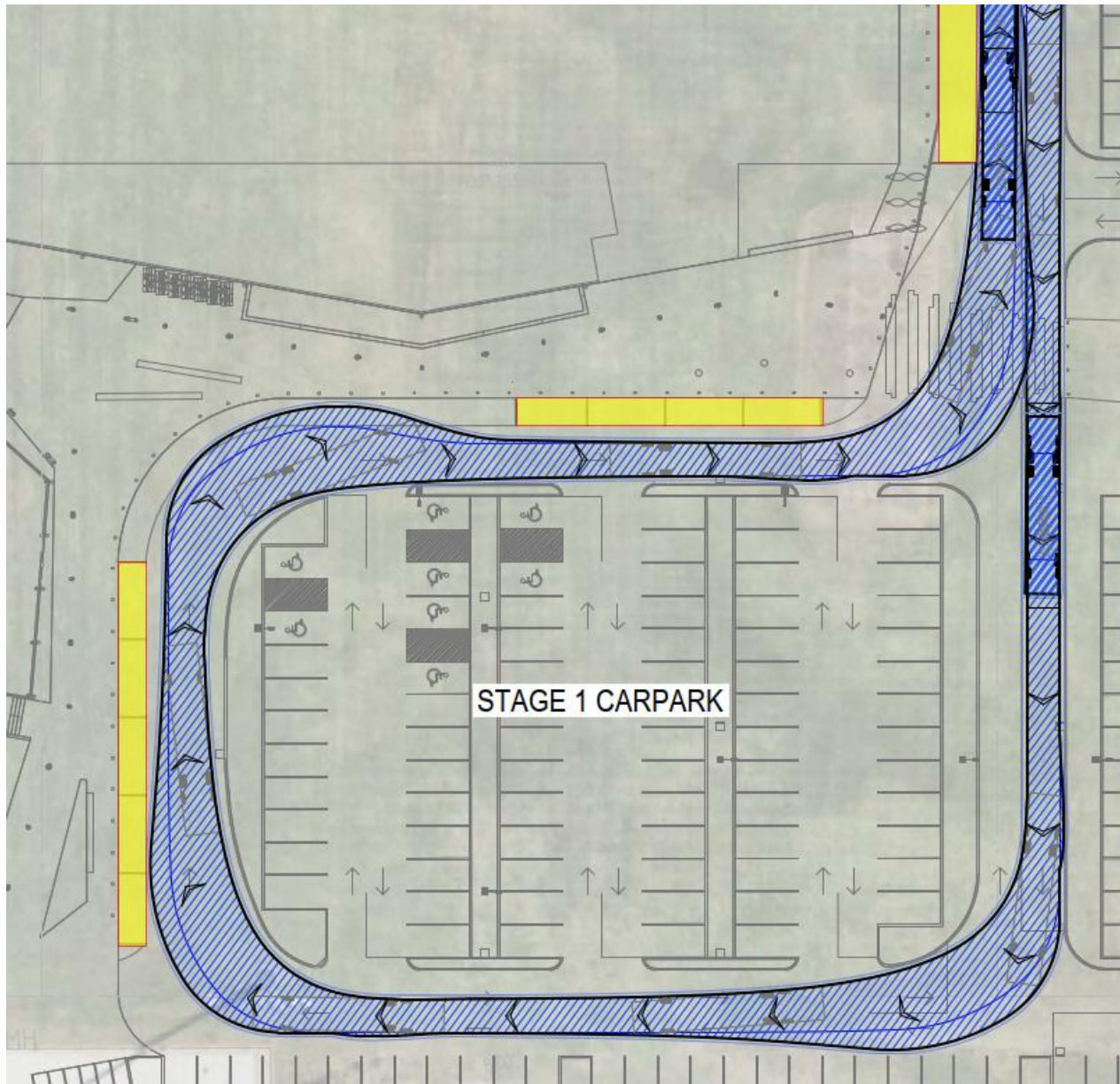


Figure 4 – Internal Site Bus Swept Paths – Internal Roadways (drop-off & bus parking shaded yellow)

DPHI Key Issue – Traffic - 2 (i)

DPHI Comment – re. CoN Memo (dated 17th Sept 2025) – Green Travel

Bicycle parking is to be increased to better align with the proposed patron numbers and minimise reliance on vehicles.

EJE Response

An additional 28x secure visitor bicycle parking spaces have been added externally in the carpark, as clouded in red on the Proposed Site Plan (EJE drwg A43), to respond to CoN's request of providing a total of 50x spaces on site (incl. the 22x spaces previous proposed). See part screenshot / Fig.5 below where marked-up in red.

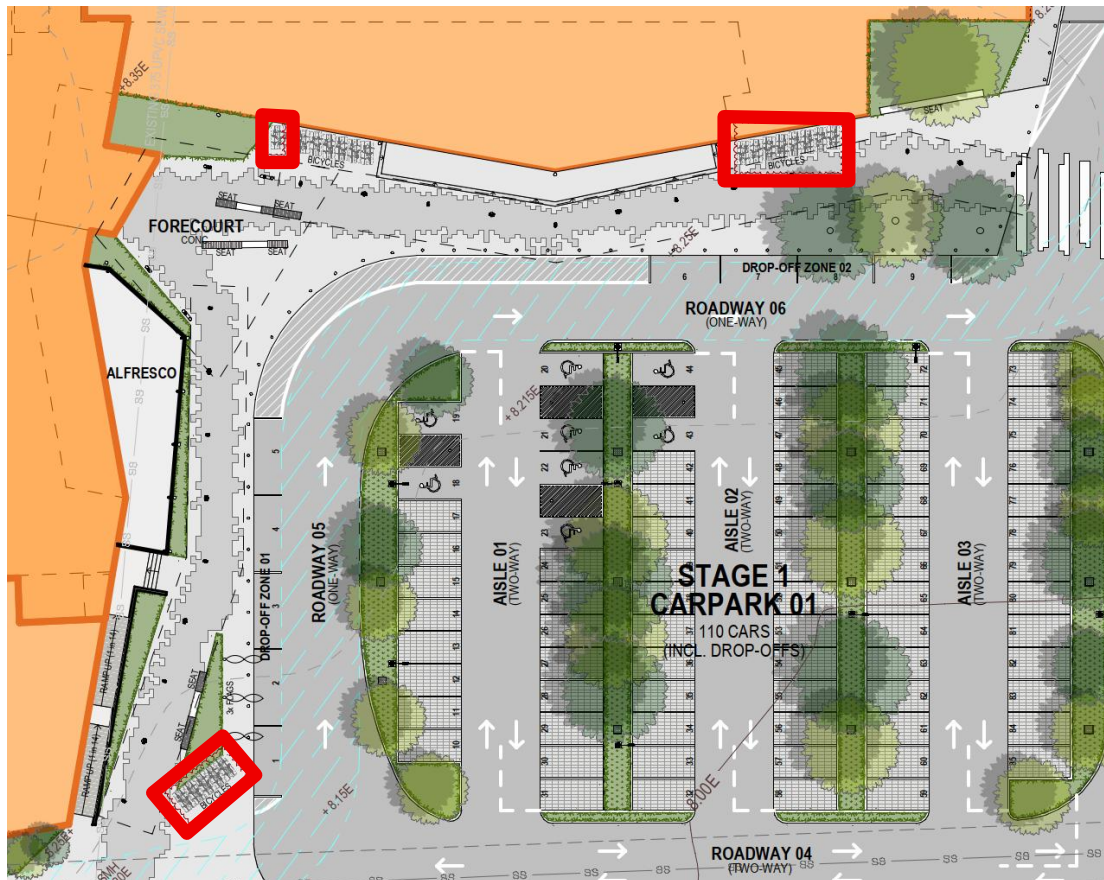


Figure 5 – Additional Bicycle Parking Spaces

DPHI Key Issue – Built Form & Urban Design – 5 (a)

DPHI Comment – re. SDRP 1st Review Memo (dated 1st Mar. 2024)

Respond to the comments provided by the State Design Review Panel.

EJE Response

The following responses from EJE relate to specific SDRP Items that were provided on 1st March 2024, & are generally as previously noted in the updated Architectural Design Report (ADR rev. D), as submitted with RtS1.

Additional responses further below in this statement, relate to specific SDRP Items 10, 17, & 18, that have been raised in the DPHI Key Issues letter of 24 October 2025 and are addressed separately below.

SDRP Item 1

Demonstrate how Country is implemented and expressed in the master planning, built form and landscape. For example, by integrating the narrative around movement and gathering into the design response.

EJE RtS1 Response

The overall proposal has been developed to reinforce and integrate the concept of movement within the built form and landscape. Refer to Fig.6 below.

*Also refer to the Connecting with Country Report prepared by Artefact, & the Connecting & Designing with Country Report prepared by Belanjee.

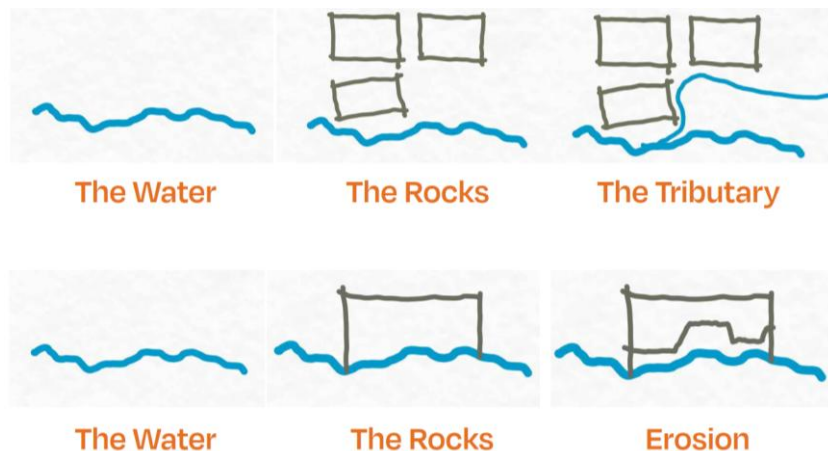


Figure 6 – Built Form Conceptual Thinking – Arch Design Report (ADR – Aug. 2024)

SDRP Item 2

Extend Connecting with Country beyond interpretations and into tangible examples of how Country cared for and protected.

EJE RtS1 Response

WSUD principles and endemic plant species have been incorporated within the proposal.



Figure 7 – Endemic Species & WSUD Principles (source Terras drwgs)

SDRP Item 3

Investigate opportunities to enable naturalisation of the creek along the southern boundary, aligning with the water story and supporting regeneration, revegetation, and healing Country.

EJE RtS1 Response

The proposal has been redesigned to accommodate any future re-naturalisation of Ker-rai Creek. A landscape zone along this frontage consisting of mainly soft landscaping will allow for future of the cycleway and softening of the former creek edge.

EJE RtS2 Response

The above considerations are subject to CoN's intent for a 10m wide future circulation corridor (pathway + cycleway) from the northern edge of the existing stormwater channel.

SDRP Item 4

Refer to the Connecting with Country Framework and case studies on the GANSW website for more information and guidance.

EJE RtS1 Response

Refer Connecting to Country Response within the Landscape Design Report.

*Also refer to the Connecting with Country Report prepared by Artefact, & the Connecting & Designing with Country Report prepared by Belanjee.

SDRP Item 5

Review the pedestrian and vehicular circulation, access, egress, site permeability and equitable access.

Address the following:

SDRP Item 5a

Provide efficient and legible circulation focused on how people get to the site from the surrounding streets, the school to the north and the train station to the west.

EJE RtS1 Response

All the pedestrian links within the site have been enhanced and developed to provide a clear link to the existing pedestrian network within the local context. See Fig. 8-11 below.



Figure 8 – Monash Rd Entry Approach



Figure 9 – Turton Rd Entry Approach



Figure 10 – Existing Cycleway SW Approach



Figure 11 – Adjoining School COLA NW Approach

SDRP Item 5b

Improve site entry points and circulation.

EJE RtS1 Response

***Refer above SDRP Item 5a.**

See Fig.12 below of the main entry.



Figure 12 - Main Entrance

SDRP Item 5c

Provide heat protection for people moving from the car park into the building.

EJE RtS1 Response

Shade canopy trees and an overhead canopy roof along the forecourt provide shade whilst additional seating and rest areas have been incorporated within the landscape design. See Fig.13 below of the tree canopies over the main entrance Promenade.

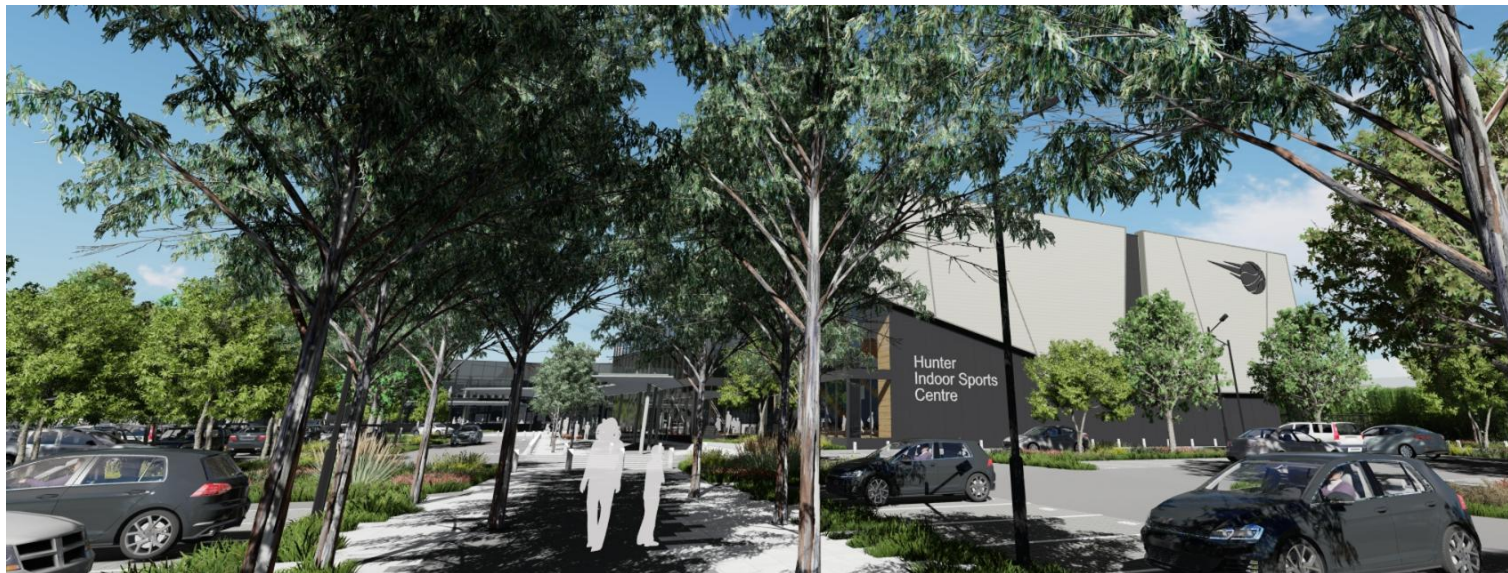


Figure 13 – Main Entrance Promenade Tree Canopies

SDRP Item 5d

Reduce hardstand car parking and replace it with permeable surfaces.

EJE RtS1 Response

Carparking hardstand areas have been reduced wherever possible. Additional circulation aisle along the southern frontage has been removed and replaced with additional landscaping.

EJE RtS2 Response

***As noted further below for DPHI Key Issue 5(b), all car parking spaces now have permeable paving.**

See Fig.14 below, with car parking spaces shaded differently from the main carpark aisles, to indicate permeable paving.



Figure 14 – Permeable Carpark Paving

SDRP Item 5e

Reduce and rationalise the quantum of vehicle circulation space.

EJE RtS1 Response

Additional circulation aisle along southern boundary has been removed whilst not reducing carpark function or queuing ability.

EJE RtS2 Response

Typical car parking bay depths have been reduced from 5.4m to 4.8m (as original proposed, & as allowed under AS2890.1-2004), to allow the front ends of the spaces to overhang landscaped rain-gardens (with wheel-stops provided), to maximise landscaping & to reduce hardstand pavements within the carpark. See Fig.15 below of a typical carpark rain-garden sectional detail between opposing car parking bays.

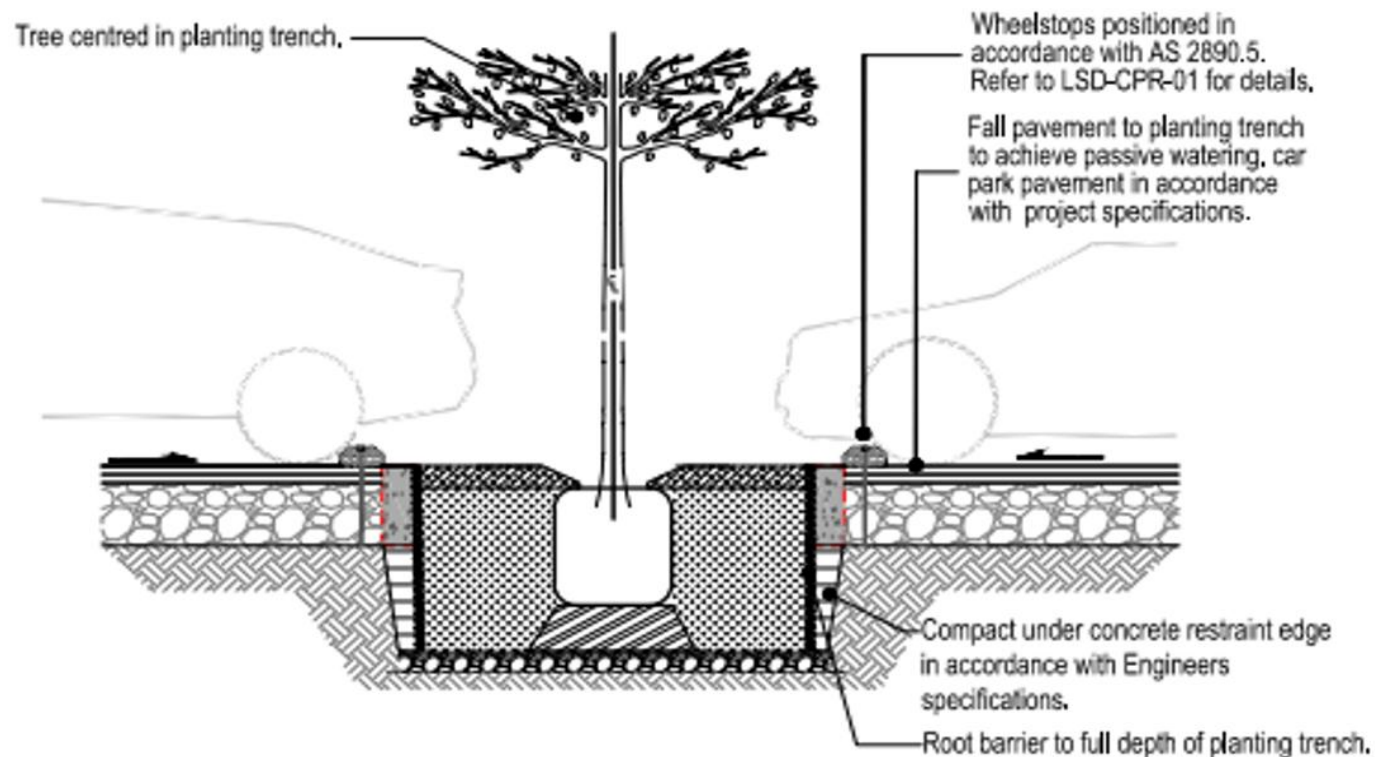


Figure 15 - Typical Carpark Rain-Garden

SDRP Item 5f

Prioritise pedestrians over vehicles.

EJE RtS1 Response

Wherever possible pedestrian pathways and forecourt have been developed and enhanced to Prioritise pedestrian movement across the site.



Figure 16 – Promenade Extends over Roadway Aisles

SDRP Item 5g

Develop a clear wayfinding strategy for the project.

EJE RtS1 Response

Pavement patterns, overhead walkway roofs and hierarchy of forms provide a clear delineation and coupled with signage provide for a clear wayfinding strategy both from a pedestrian and vehicular access point of view. The wayfinding signage strategy will be developed further as the project progresses.

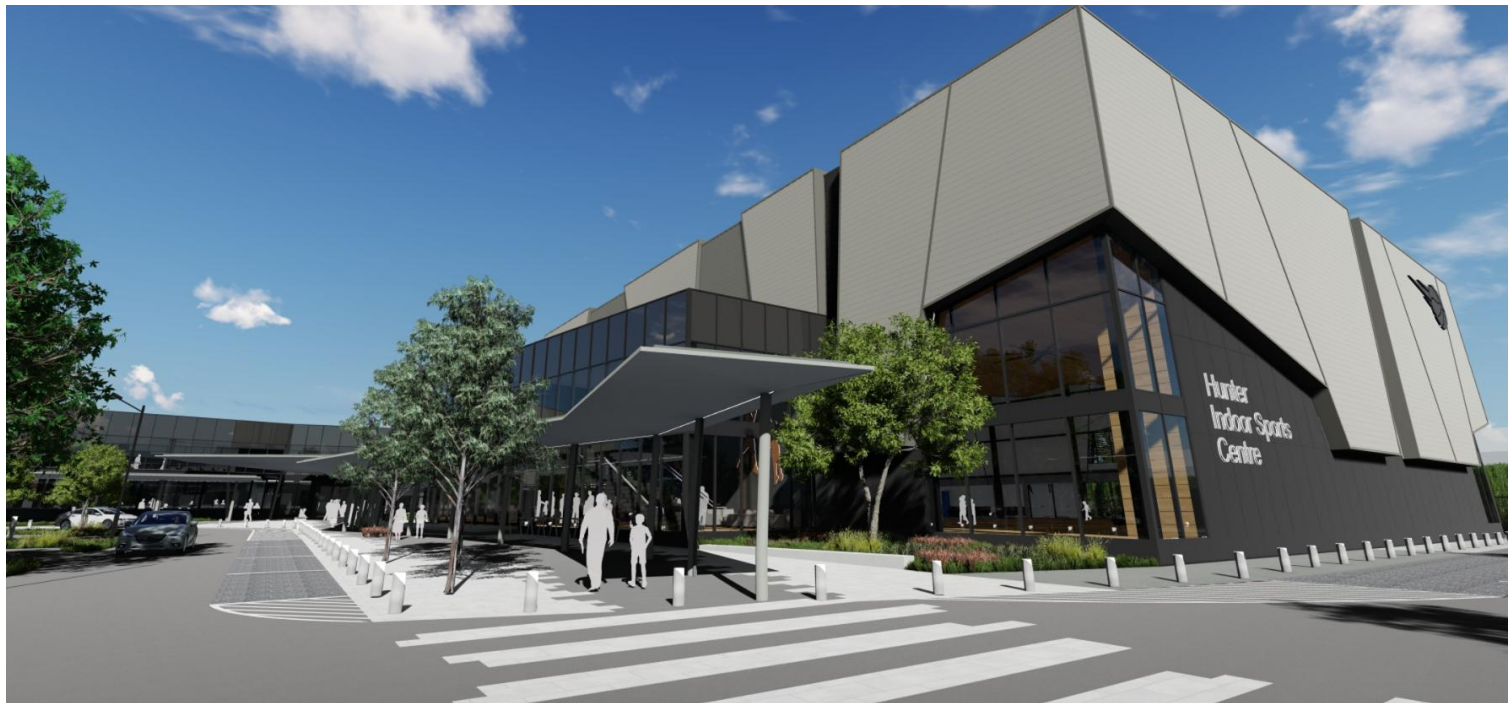


Figure 17 – Promenade & Awning Roofs Direct Pedestrian Movement to Entry from Turton Rd



Figure 18– Promenade & Awning Roofs Direct Pedestrian Movement to Entry from Monash Rd

SDRP Item 6

Careful consideration should be given to how the building interfaces with the adjacent sites and broader context. Provide detailed drawings including cross sections, to demonstrate:

SDRP Item 6a

An active and high-quality ground plane between the built form, existing footpath, Lambton Ker-rai Creek, and Monash Road to the south.

EJE RtS1 Response

The building and landscape interface along Ker-Rai creek has been developed to provide a high-quality interface incorporating gathering spaces, activity zones and high-level soft planting. The building façade has been punctuated with windows to provide greater connectivity to the internal workings of the facility.

See Figs.19-20 below.



Figure 19- Cross-Section to Monash Rd (source Terras drwg L232_S)



Figure 20 - View of Southern Facade facing Monash Rd (external activity zones & permeability between ground plane & internal layout)

SDRP Item 6b

Improved connections between Lambton High School and the surrounding residential area.

EJE RtS1 Response

The interface between Lambton High and the proposal has also been enhanced to encourage links between the two facilities. The building corner has been articulated and opened to Lambton High and the COLA providing a high level of interaction. Proposed gates to secure the northern setback have been located beyond the existing gate from Lambton High School allowing continued school use of a new meeting space as part of the landscape proposal. Visual connection between the interior has been increased through operable louvres, increasing the buildings transparency and visual connection to the school.



Figure 21 – View from Existing Adjoining School COLA to HISC Northern Facade

SDRP Item 6c

Clear and safe pedestrian entry point/s across from Monash Road.

EJE RtS1 Response

The existing pedestrian link to Monash Road has been enhanced and prioritized through redesign of pavement surfaces and relocation and screening of service zones. The corner of this built element also addresses and enhances the corner. See Fig.22 below.

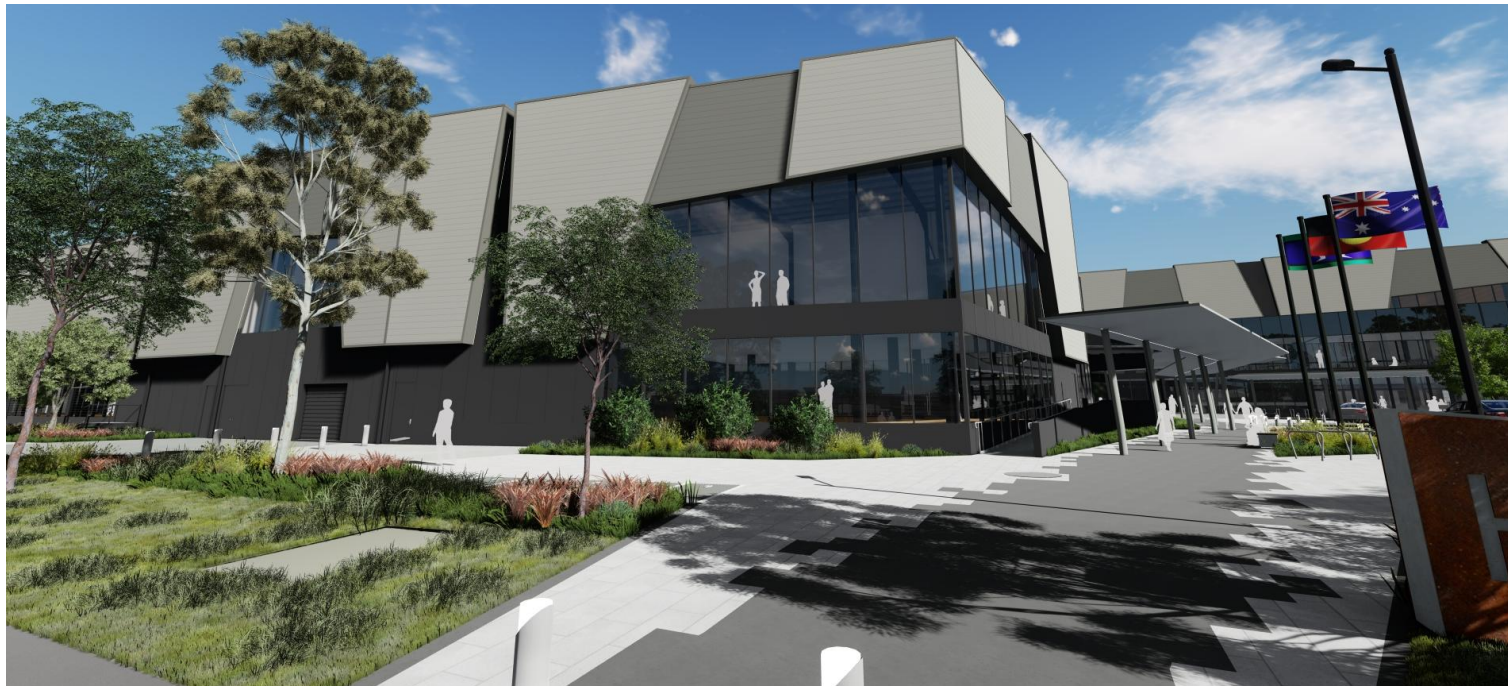


Figure 22 – Monash Rd Entry Approach

SDRP Item 6d

Additional crossing point/s from Monash Road to the site.

EJE RtS1 Response

No additional crossing points are considered at this point due to levels and flooding issues. The current link provides an effective link at approximately the halfway point of this frontage.

EJE RtS2 Response

CoN have also noted the proposed future upgrade of the existing bridge crossing with a 5m width. See Fig.23 from EJE drwg A43 (Proposed Overall Site Plan in part).

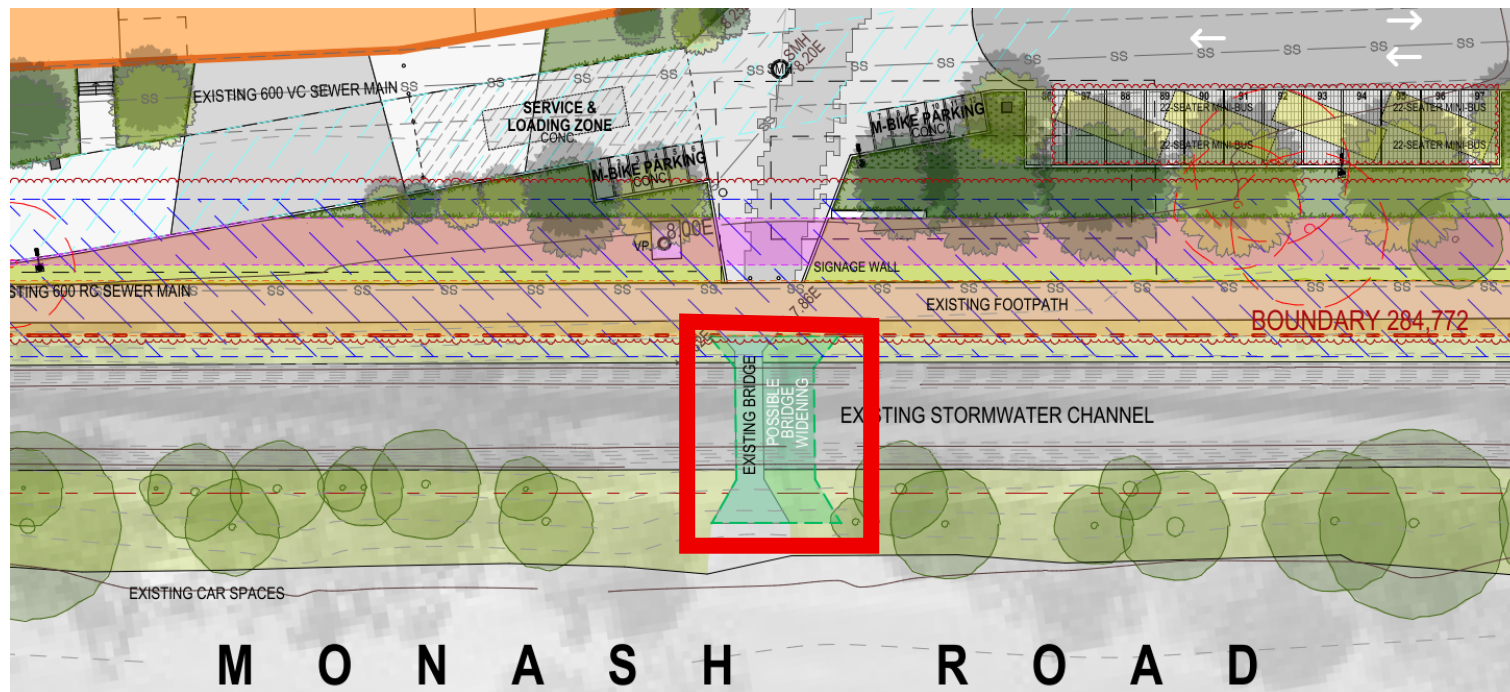


Figure 23 – Future Foot-Bridge Widening (shaded in green)

SDRP Item 7

Site and building entry points should be clearly identifiable and welcoming.

SDRP Item 7a

Relocate the waste bins away from the pedestrian entry point across the culvert to enhance CPTED measures.

EJE RtS1 Response

An internal bin store has been included within the building. Service entry and ramp have been redesigned to be part of the façade and to be separated from the pedestrian entry point from Monash Road.

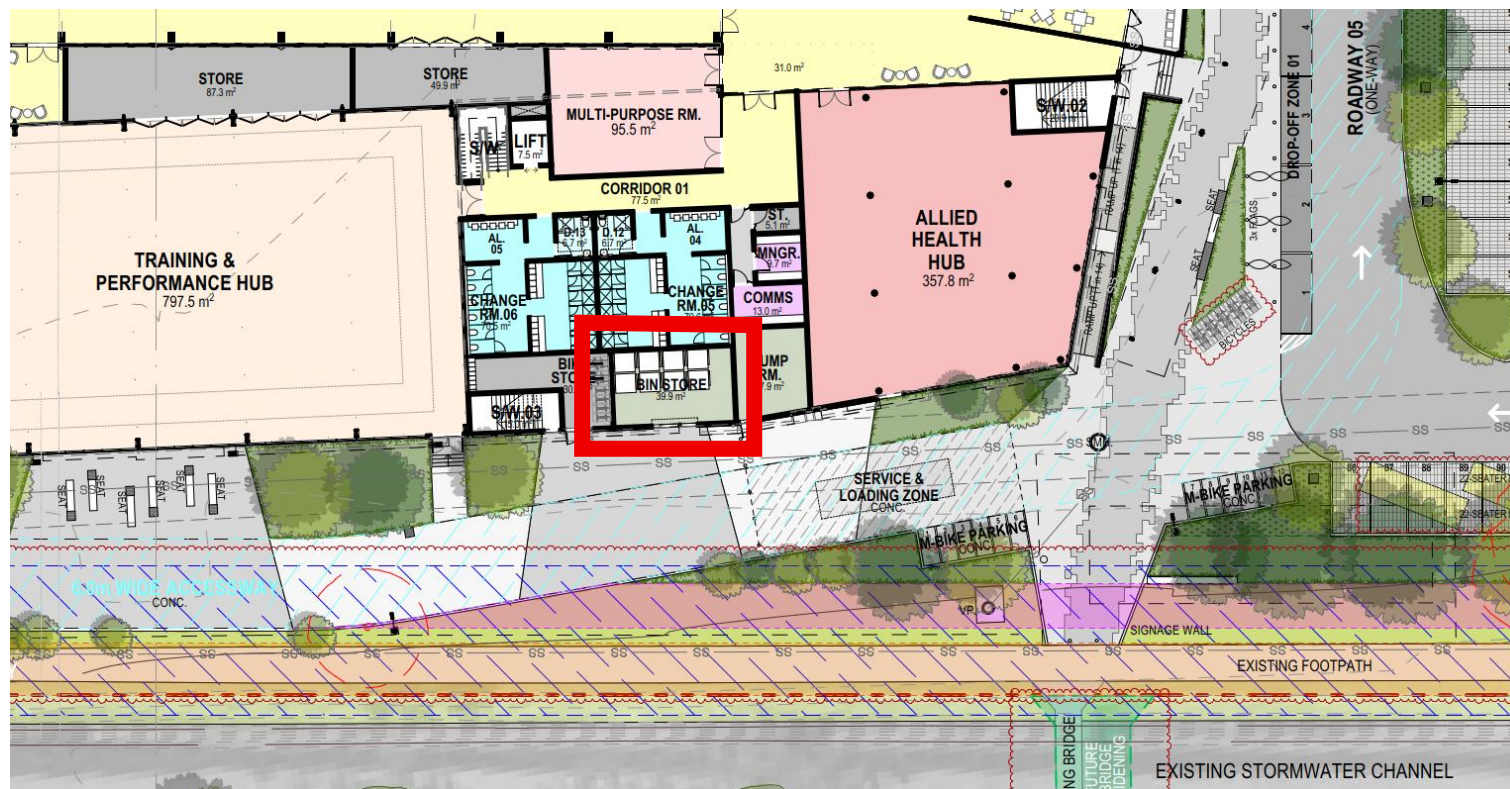


Figure 24 – Internal Bin Store (& Adjacent Service / Loading Zone)

SDRP Item 7b

Consider a more sensitive integration and location of the substation near Turton Road.

EJE RtS1 Response

The substation has been located further into the site and screened by effective soft landscape planting. Refer landscape plan for detail, & See Fig.25 below from EJE drwg A44 (Overall Ground Floor Plan).

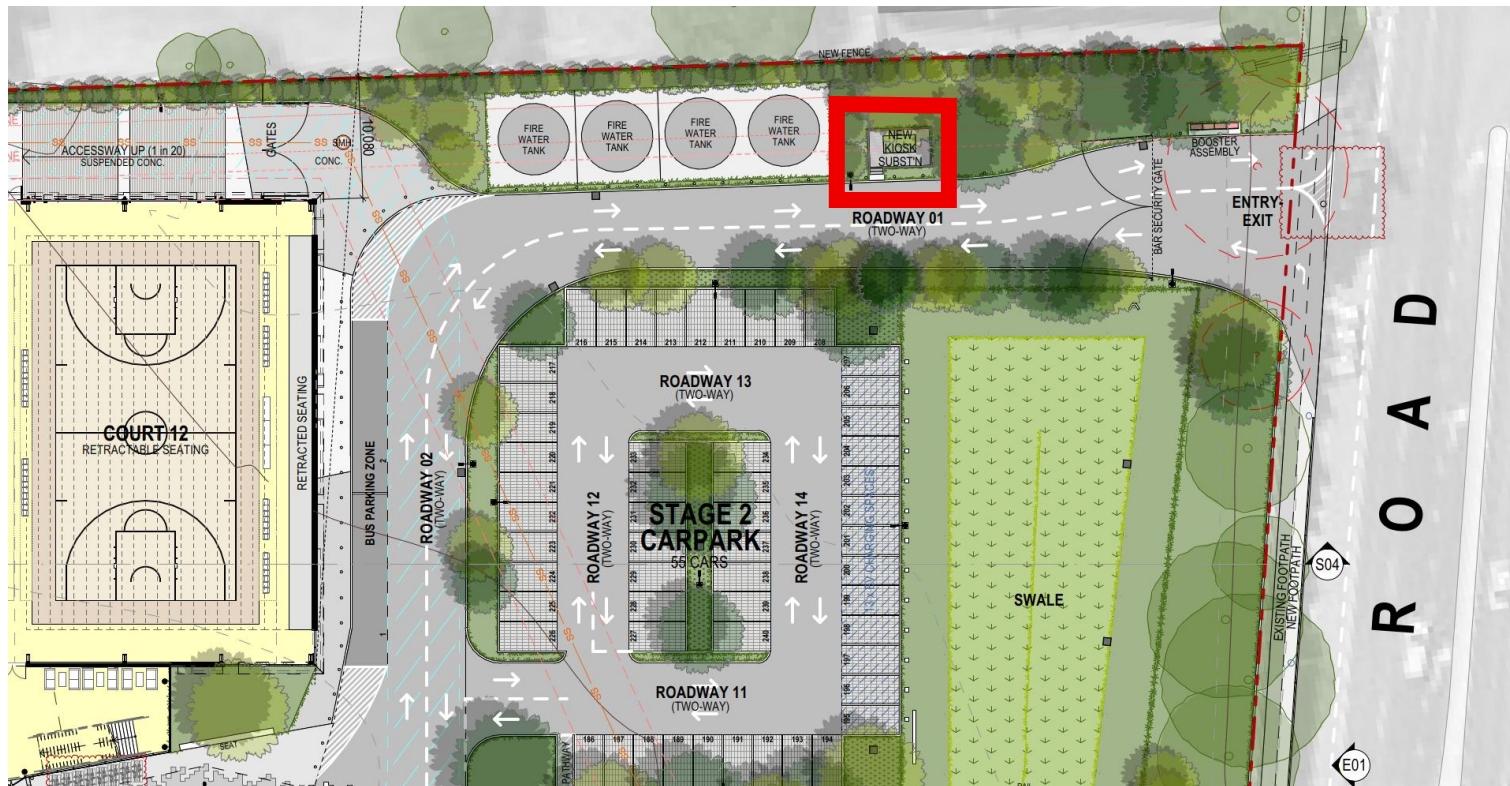


Figure 25 – Screened Substation Location

SDRP Item 8

Develop the proposed landscape principles and demonstrate how they are achieved through a detailed landscape design strategy that:

SDRP Item 8a

Targets 40% tree canopy cover across the site.

EJE RtS1 Response

Total site shade area proposed is 13.98% of whole site area including building footprint.

Carpark shade area proposed is 57.13% (Stage 1 at 31.03% + Stage 2 at 26.1%).

Refer landscape drawings & see Fig.26 below.



Figure 26 - Tree Canopy Calcs (source Terras drwg L311_S)

SDRP Item 8b

Supports greening and a permeable car park area.

EJE RtS1 Response

Carpark has been redesigned to incorporate landscape zones and WSUD principles facilitating passive drainage of the carpark.

EJE RtS2 Response

All car parking spaces have now been revised to be of a permeable paving type.

See Fig.27 below from Terras drwg L314_S.

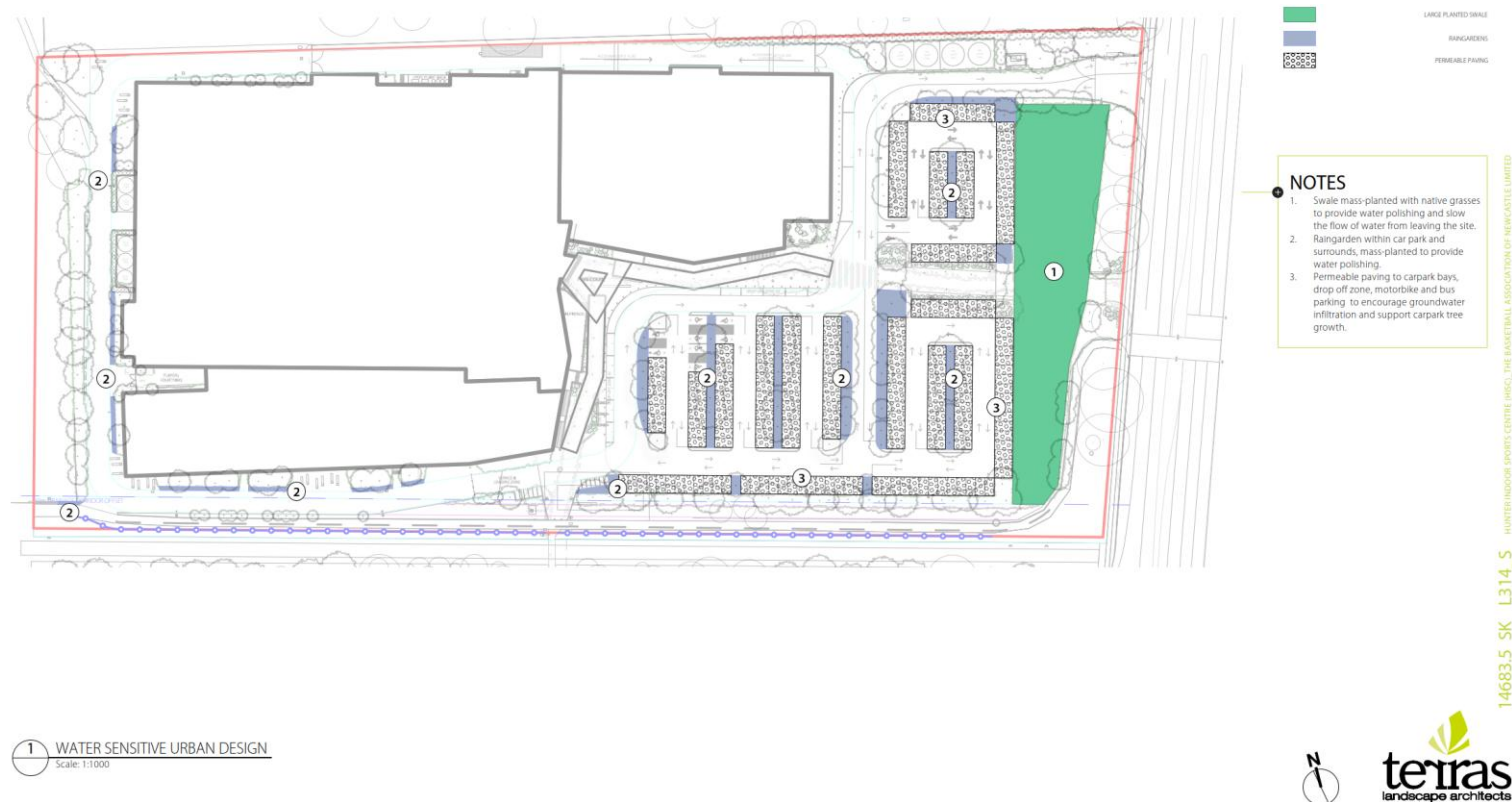


Figure 27 – Water Sensitive Urban Design – Carpark Permeable Paving (source Terras drwg L314_S)

SDRP Item 8c

Improves the quality and integration of landscaped spaces throughout the site, rather than limiting them to the curtilage.

EJE RtS1 Response

Landscape zones have been fully developed including integration of landscape with the internal built environment. Refer Landscape drawings for detail & see Fig.28 below from Terras drwg L210_S.

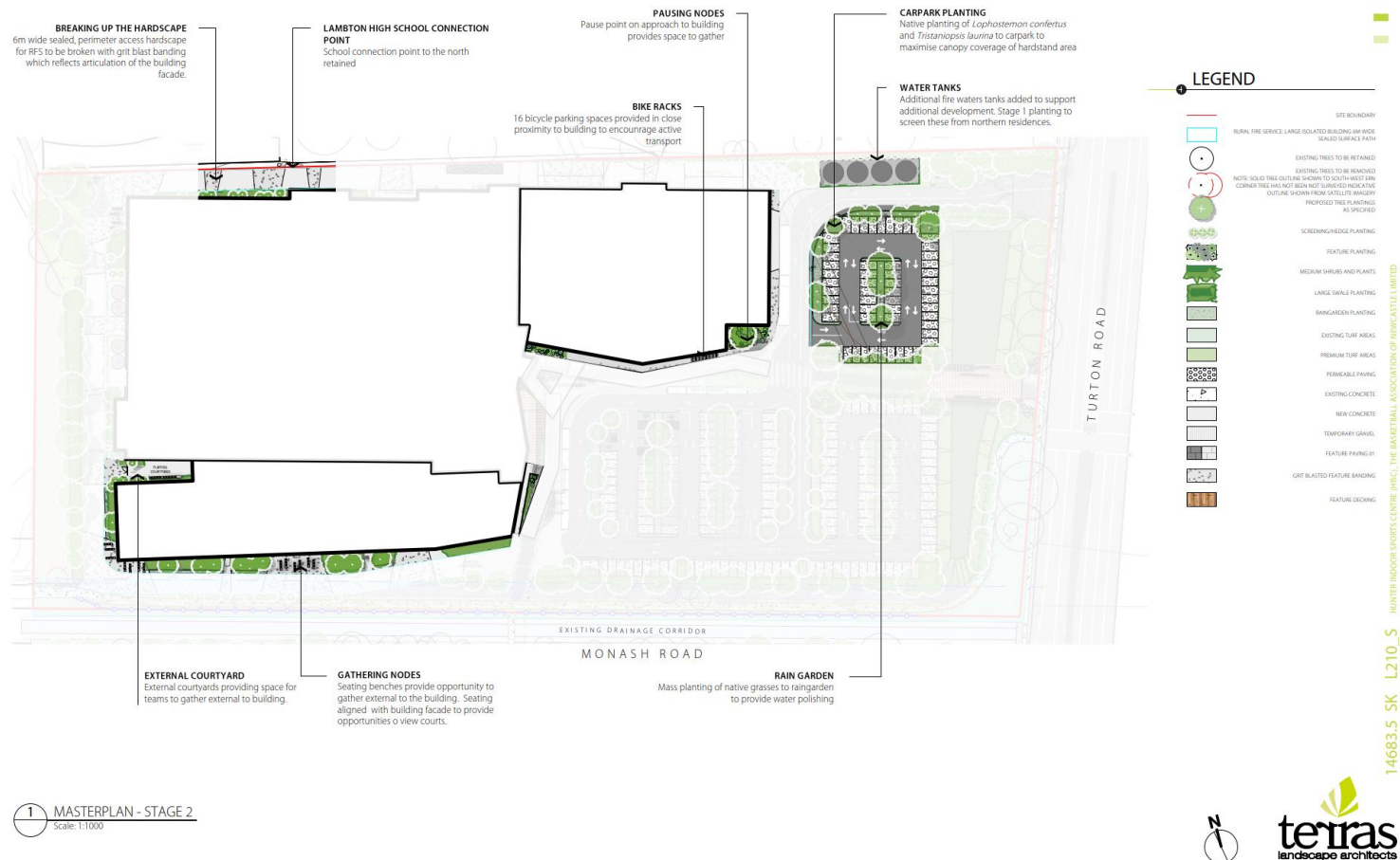


Figure 28 - Landscape Masterplan Stage 2 (source Terras drwg L210_S)

SDRP Item 8d

Integrates landscaping within the building.

EJE RtS1 Response

Landscaping within the building was reviewed. Connections to the external landscape have been enhanced through placement of landscape zones and access to them via breakout spaces has increased the connection of the internal built environment and the natural landscape.

SIDE & REAR PAVEMENT & SEATING DETAIL

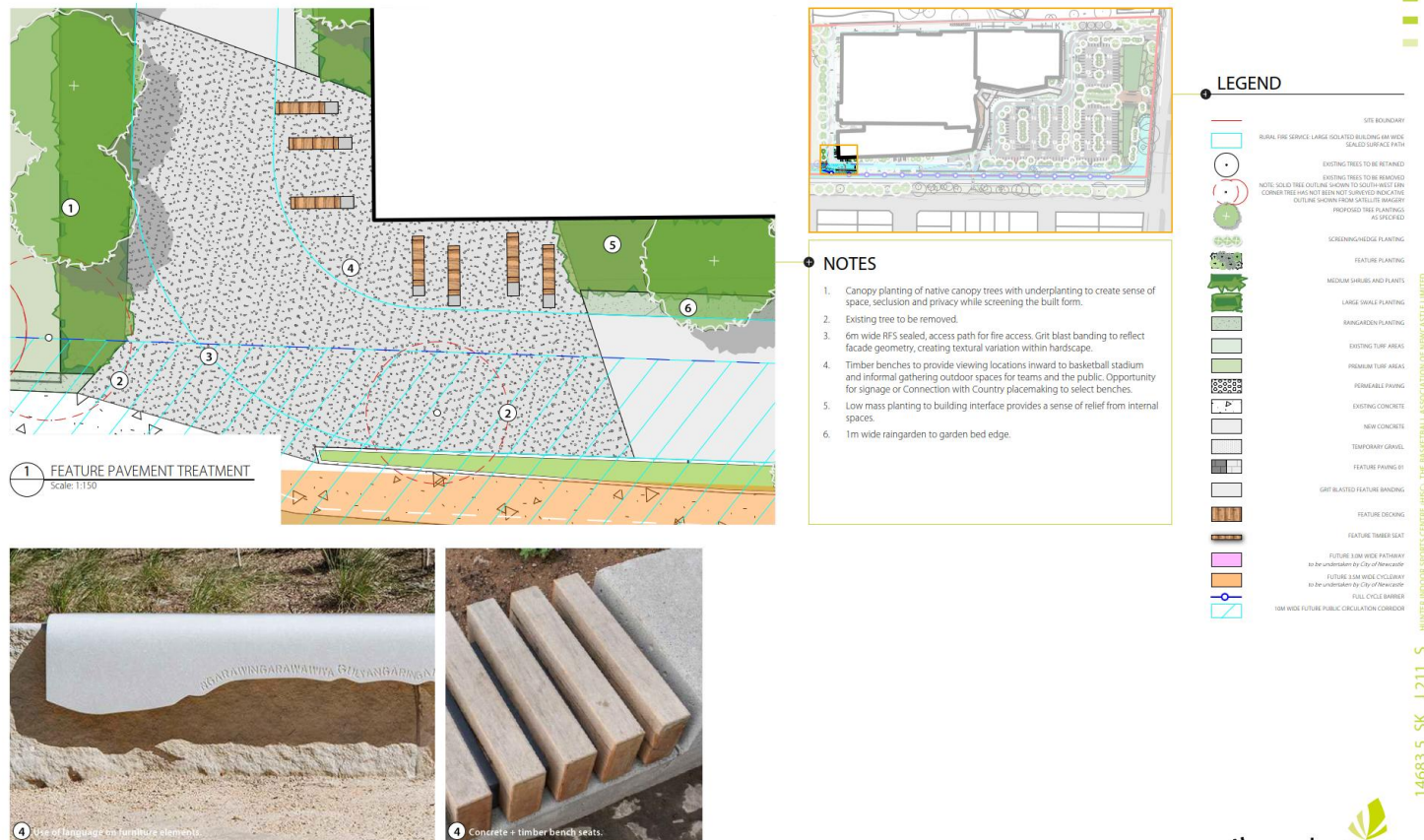


Figure 29 – Side & Rear Pavement Seating Detail (source Terras drwg L211_S)



Figure 30 – Western Seating Node (source Terras drwg L212_S)

SDRP Item 8e

Makes provision for dedicated pre-games warming-up spaces co-located with green space.

EJE RtS1 Response

Court 09 is the designated warm up court which has direct visual connection to the southern landscaped public domain area.

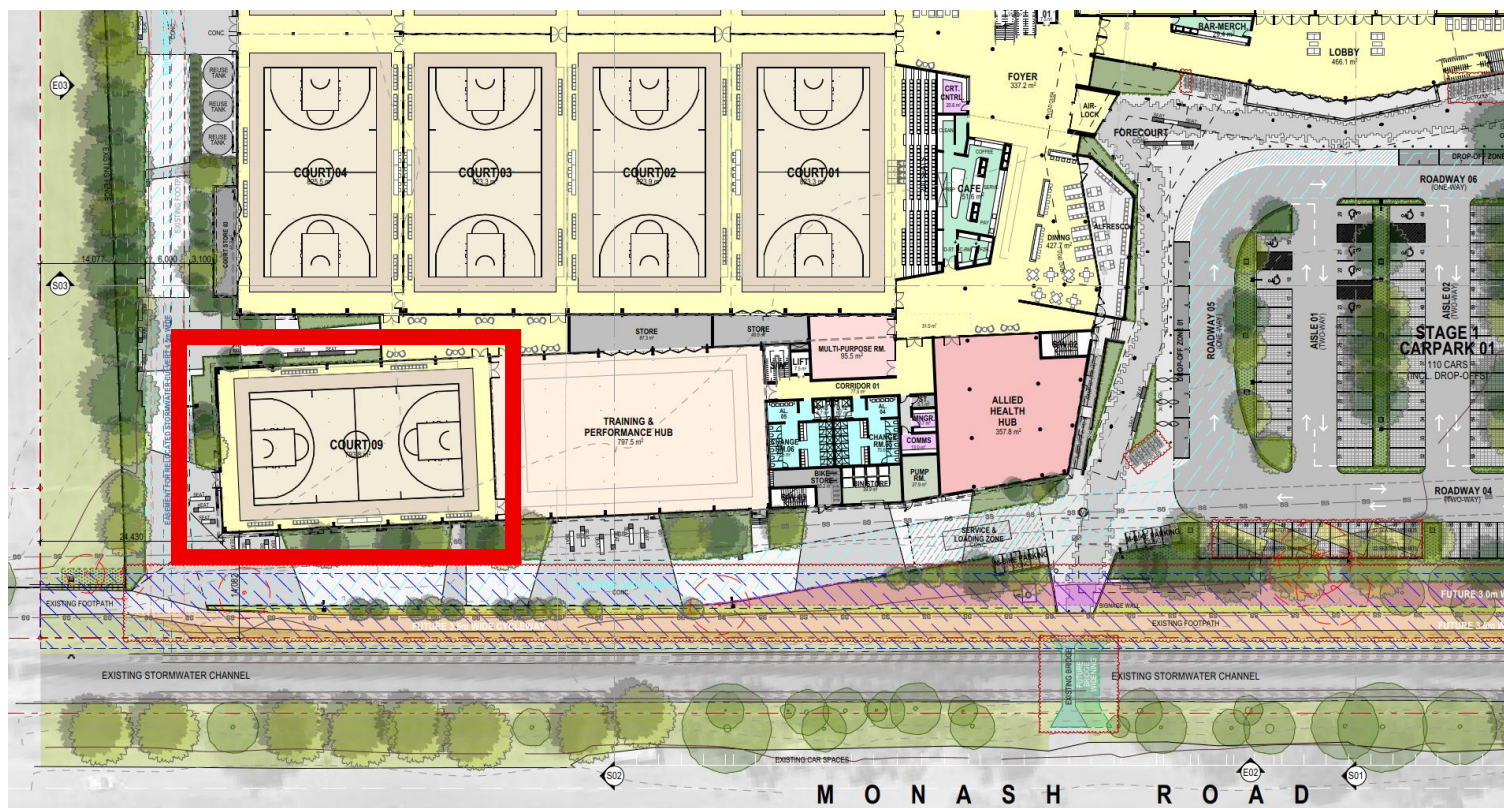


Figure 31 - Warm-Up Court 09 (EJE drwg A44 – Overall Ground Floor Plan)

SDRP Item 9

Consider introducing a generous easement along the footpath and creek on the southern boundary and naturalisation of the creek (as noted in item 3) to increase opportunities for walking, gathering, cycling and street activation and improve amenity along Monash Road.

EJE RtS1 Response

Refer landscape drawings for details of gathering, rest and activity spaces, and improved amenity along the Monash frontage. The existing cycle/pedestrian way is maintained in its entirety with any future upgrade works spatially provided for in the southern setback to the drainage canal and Monash Road.

EJE RtS2 Response

The project team has consulted with CoN and revised the landscaping in this corridor to accommodate the 10m wide cycle path/ pedestrian path. See Fig.32 below from EJE drwg A44 (Overall Ground Floor Plan in part).

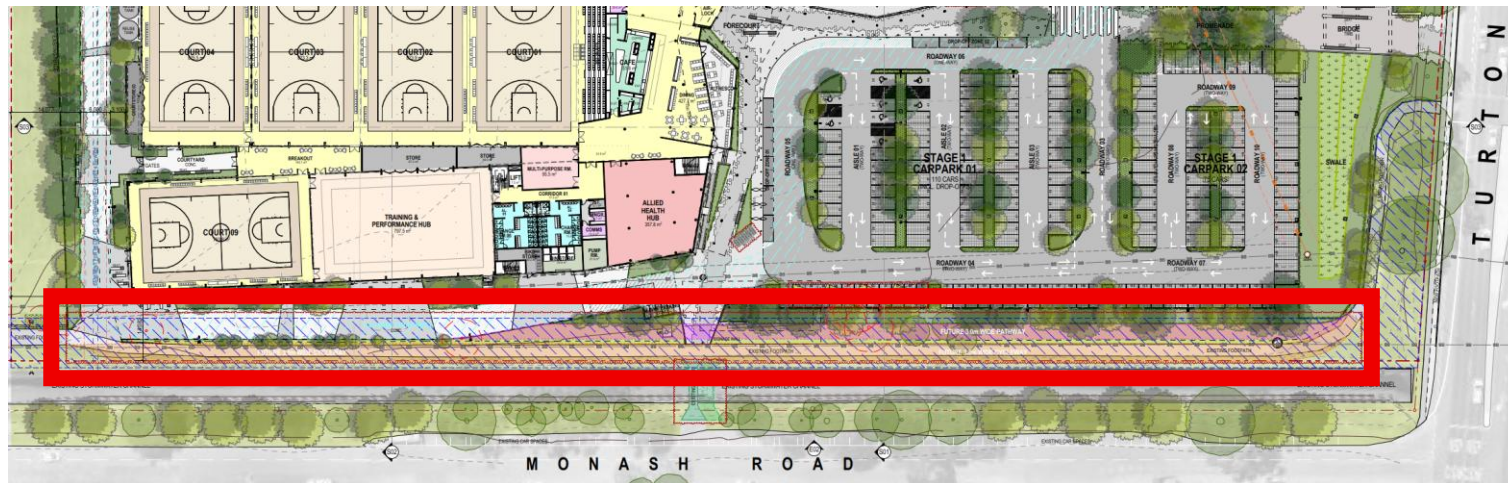


Figure 32 - 10m Wide Future Public Circulation Corridor

SDRP – Built Form

The building in the round has implications on treatment of building mass, entry points and architectural expression.

The disparate language used for the different components of the building should be made more cohesive. In addition, consideration should also be given to internal functionality particularly due to the staging of the different components.

SDRP Item 10 – Internal Planning for Diverse User Groups

Explore massing options that reduce the footprint, and optimise green space, amenity, and permeability

EJE Response

***Refer to the separate DPHI Key Issues Items 5(a)-(f) response further below in this report.**

SDRP Item 11 – Internal Planning for Diverse User Groups

Reconsider the internal planning, hierarchy and functional layout and explore an efficient use of space for diverse user groups to better engage with the local school and wider community

EJE RtS1 Response

HISC will develop partnerships with Lambton High School and the wider community to facilitate patronage of the facility by school groups. All courts have been designed to accommodate the spatial requirements of additional sports including volleyball, netball, futsal and pickleball.

EJE RtS2 Response

See Figs.33-36 below of different court / sport modes from EJE drwgs A1005-A1008.

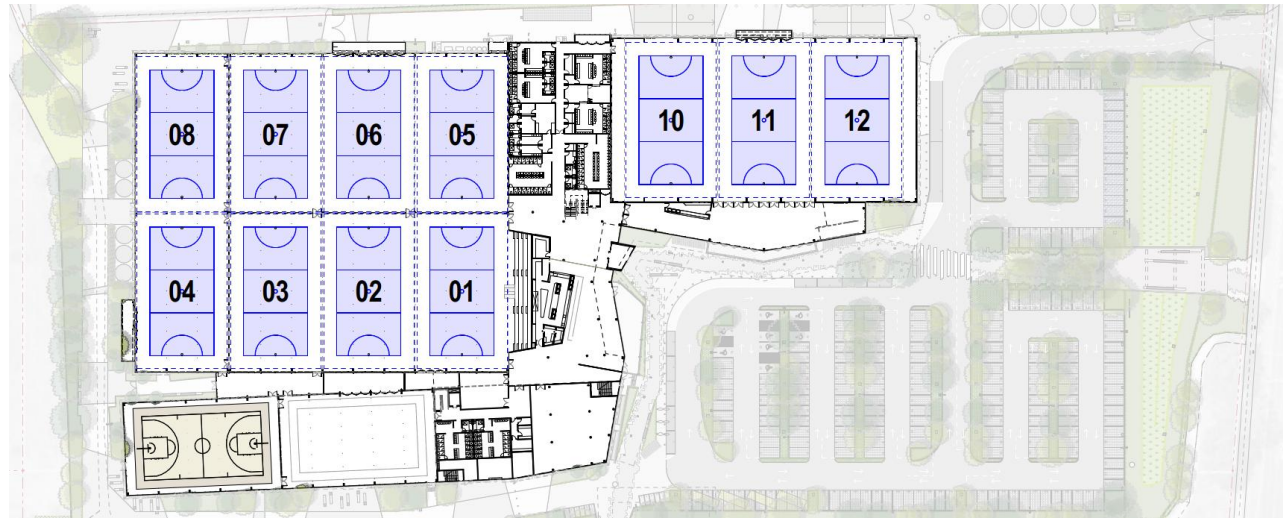


Figure 33 - Netball Court Mode (EJE drwg A1005)

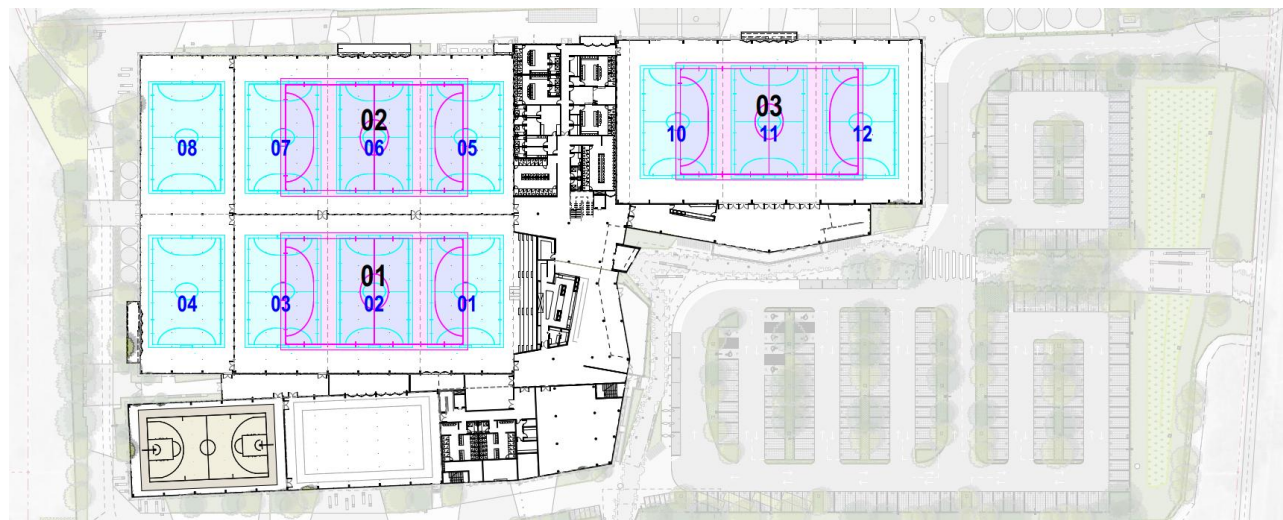


Figure 34 - Futsal Court Mode (EJE drwg A1006)

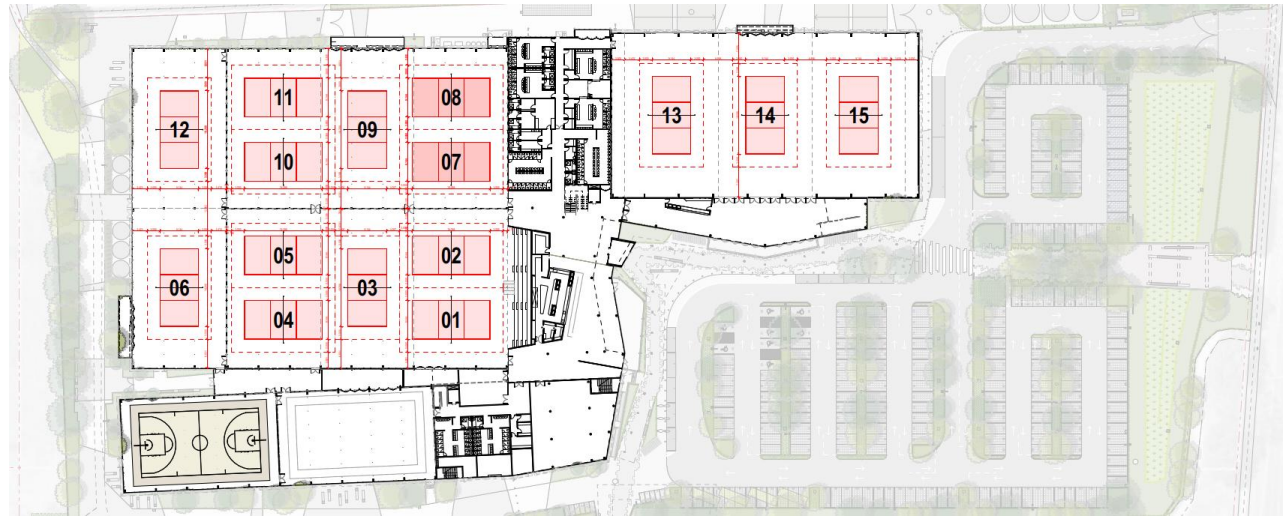


Figure 35 - Volleyball Court Mode (EJE drwg A1007)

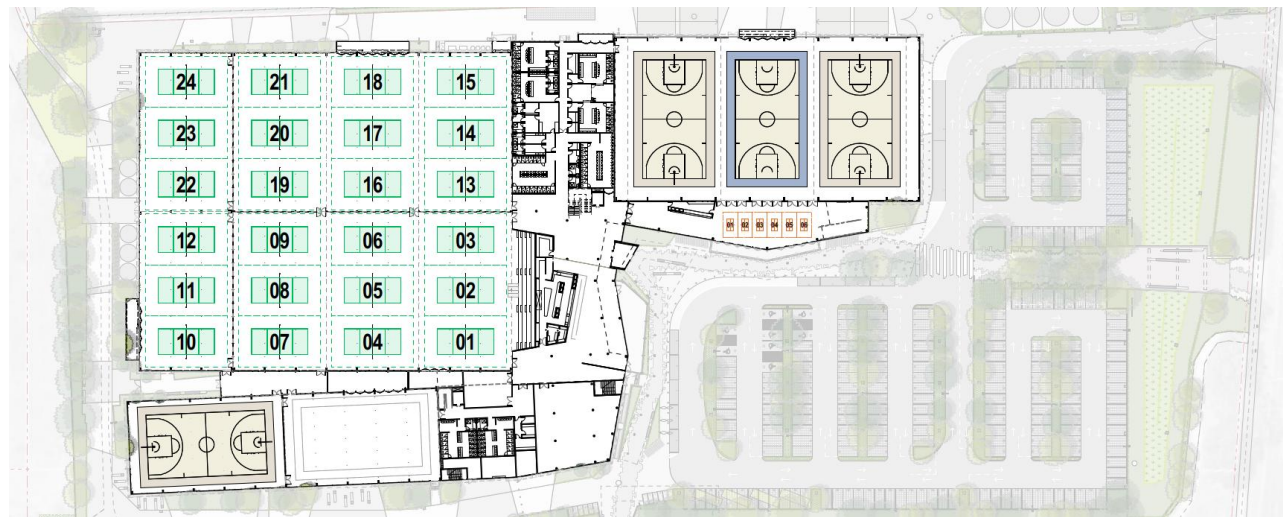


Figure 36 – Badminton / Pickleball Court Mode (EJE drwg A1008)

SDRP Item 12 – Acoustic Consideration of 8x Open Courts

Test the acoustic impact of the arrangement of eight open courts and consider opportunities for the arrangement to be interspersed with amenities which may provide noise mitigation.

EJE RtS1 Response

The eight internal courts are to be broken into three halls with acoustic glazing providing visual connection between spaces whilst reducing the overall acoustic impact of multiple courts being used at one time.

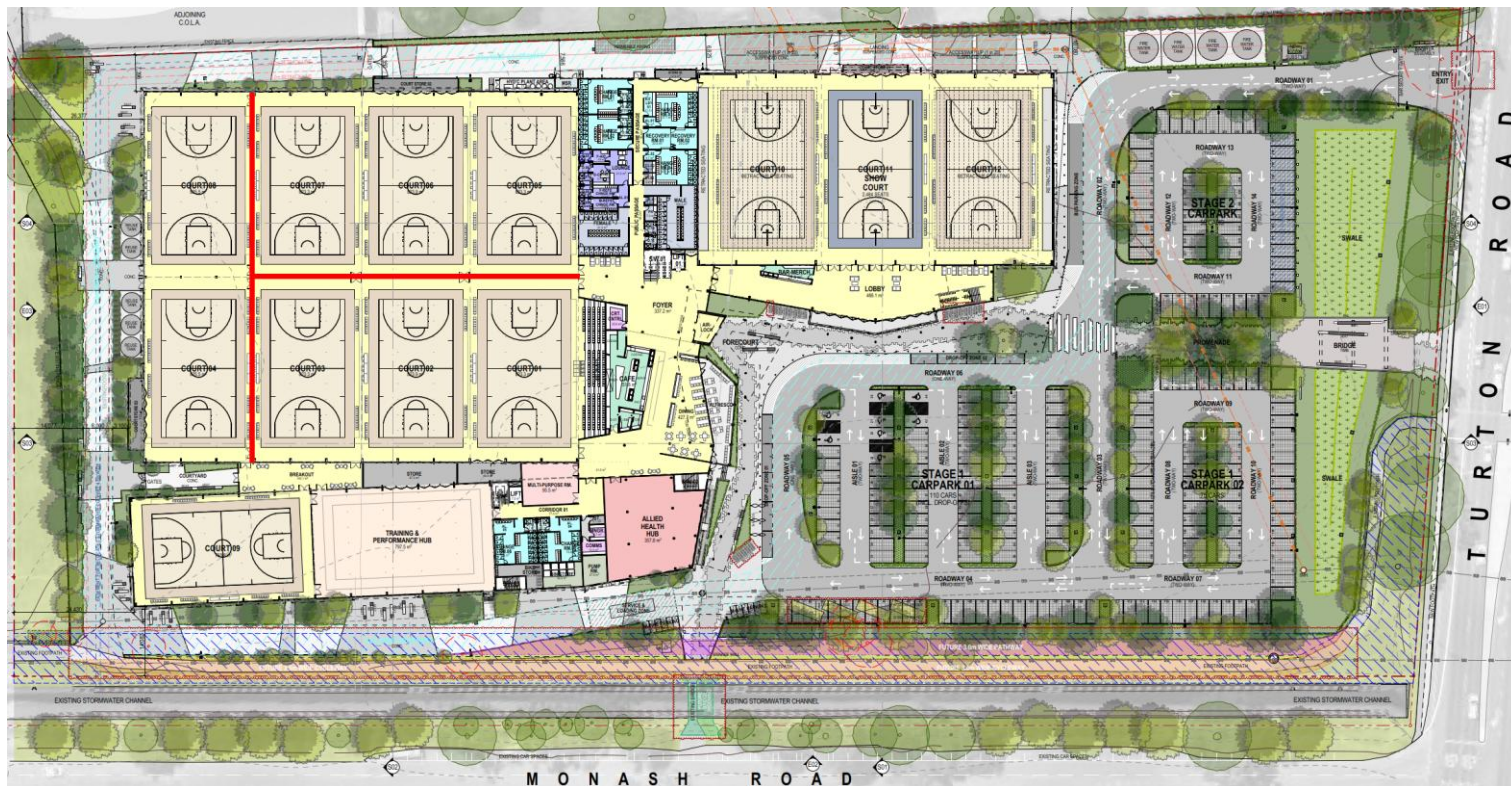


Figure 37 – Back-Court Dividing Walls (marked-up in red)



Figure 38 - Glazing to Back-Court Dividing Walls (to create visual permeability & maintain acoustic separation)

SDRP – Sustainability & Climate Change

There is a real opportunity for this to be a demonstration project that is energy neutral. Therefore a more ambitious benchmark for the project's sustainability targets is encouraged.

SDRP Item 13

Explore use of landscaping to assist with passive shading and minimise urban heat island effect and draw it into the building to enhance biophilic design principles.

EJE RtS1 Response

The landscape design has been developed to provide a high level of shading to the building and carpark areas to reduce where possible the heat island effect. Landscape zones have been brought to the façade edge to biophilic design principles and the end user experience.



Figure 39 – Tree Canopies (source Terras drwg L311_S)

SDRP Item 14

Demonstrate integration of Water Sensitive Urban Design.

EJE RtS1 Response

The carpark has been redesigned to incorporate landscape zones to reduce and drain the hardstand areas and increase landscape coverage whilst endemic species selection has been undertaken to reduce dependence on watering.

EJE RtS2 Response

All car parking spaces have been revised to have permeable paving.

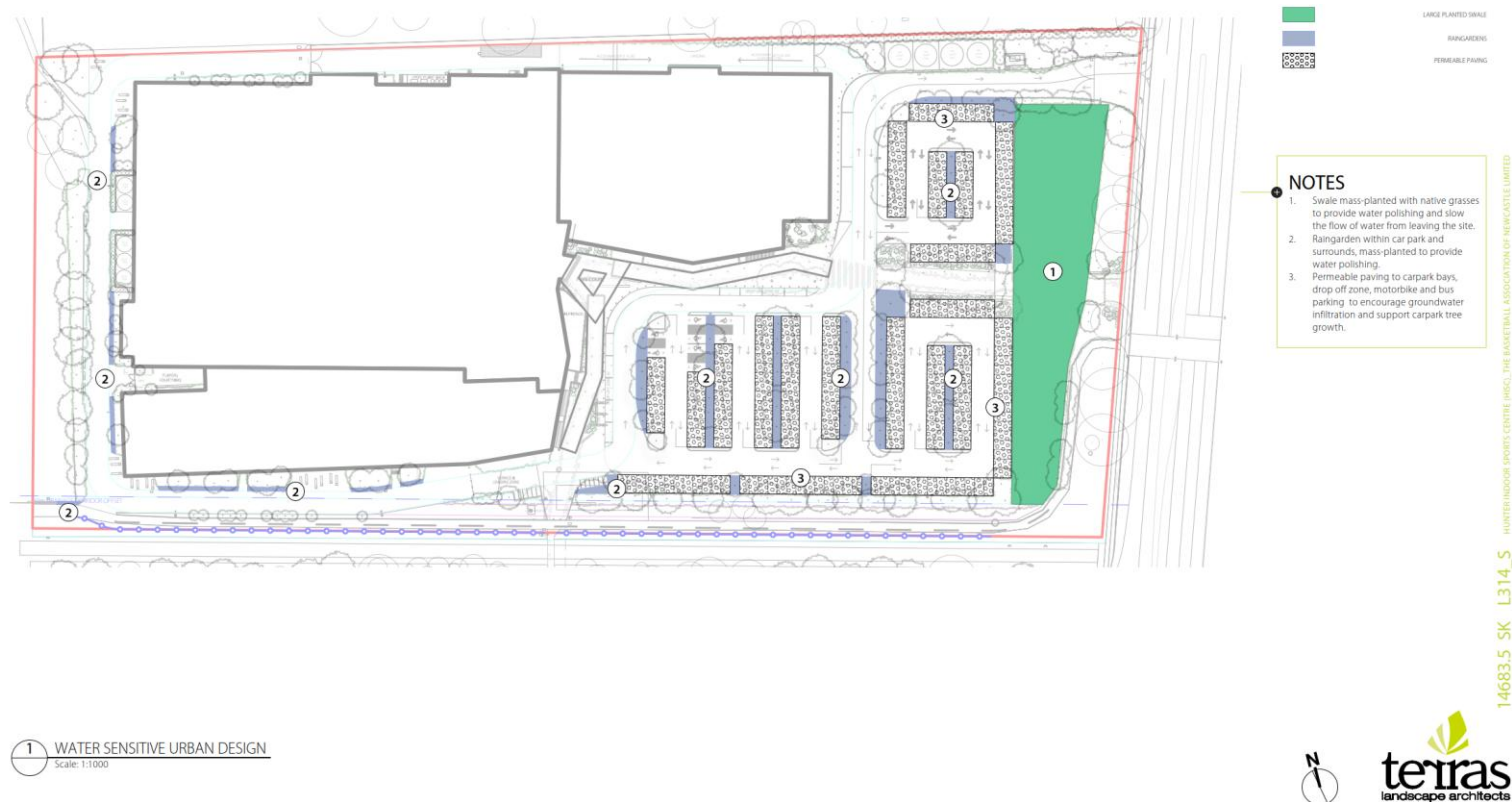


Figure 40 – Water Sensitive Urban Design – Carpark Permeable Paving (source Terras drwg L314_S)

SDRP Item 15

Test the ventilation strategy and demonstrate that it's workable in summer and winter.

EJE RtS1 Response

The ventilation strategy provides a high level of occupant adaptability and control to provide a comfortable internal environment. Passive natural ventilation principles have been employed with mechanical assisted roof ventilators. These systems will be further developed during the design development phase. High performance facades and insulation strategies will be developed and investigated during the detail design and documentation process.

EJE RtS2 Response

Additional expert commentary has been provided by our ESD Consultant (Northrop), with regards to the proposed ventilation strategy of the Courts. This commentary is provided as part of the RTS.

SDRP Item 16

Include active transport strategies to improve and connect to existing pedestrian and cycle networks and the wider Broadmeadow area.

EJE RtS1 Response

Proposal links seamlessly to the existing local pedestrian and cycleways with close proximity to public transport along Turton Road and Broadmeadow Railway Station.

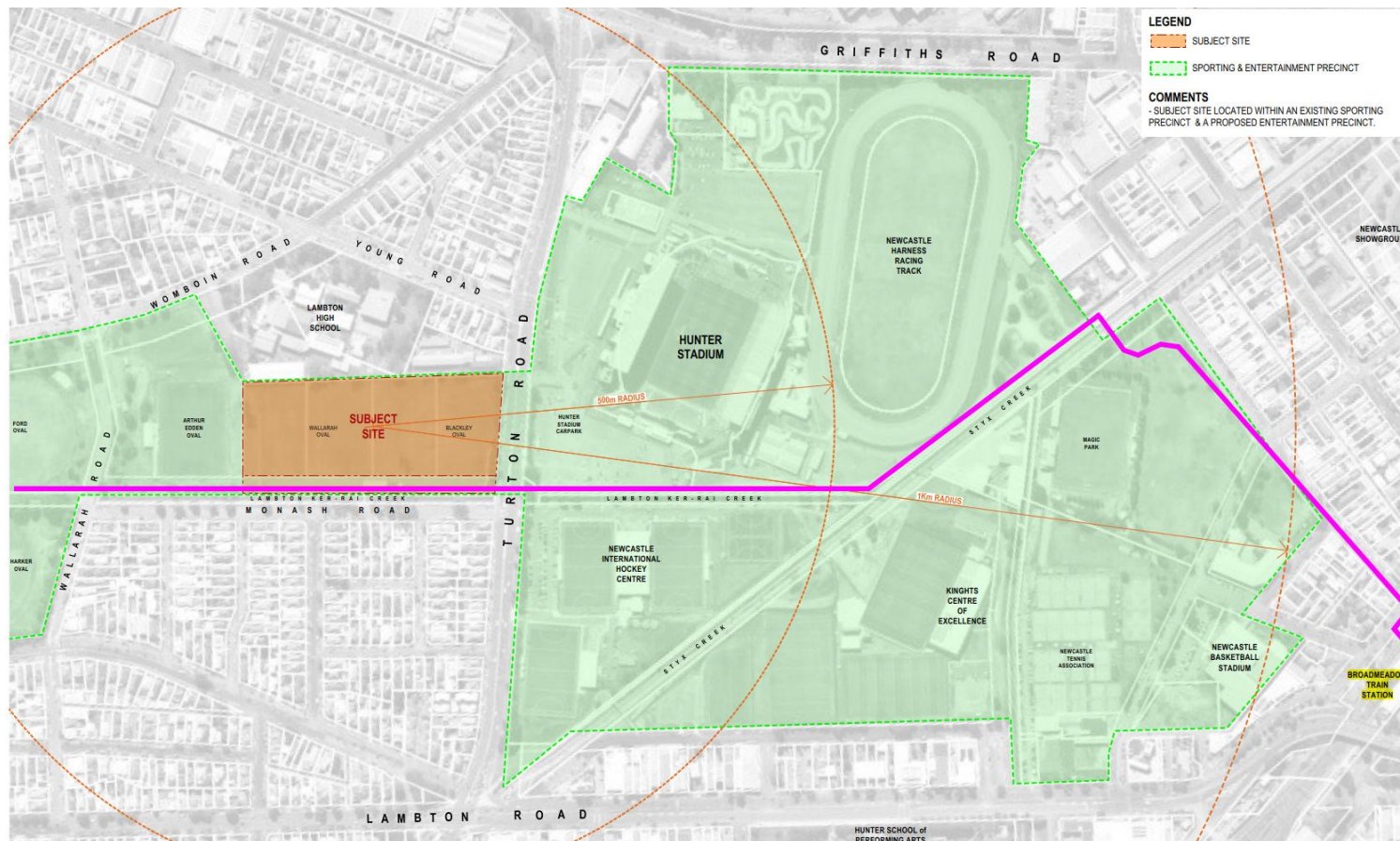


Figure 41 - Existing Pedestrian & Cycle Network (pink linework to Train Station)

SDRP Item 17

Maximise use of roof solar for energy requirements given the day and night use of the space.

EJE RtS1 Response

Roof top PV's have been included, and a full cost benefit analysis will be undertaken during the developed design phase to determine extent, size and possible battery inclusion. Refer Architectural Roof Plan.

EJE RtS2 Response

***Refer to the commentary further below, in response to DPHI Key Issue 5 (e).**

SDRP Item 18

Provide strategies for how a net-zero building can be achieved. This is highly encouraged to reach NSW's Net Zero emissions goal by 2050. Refer to 'NSW, DPIE, Net Zero Plan, Stage 1: 2020-2030' for further information.

EJE RtS1 Response

Refer Net Zero statement provided by Northrop Engineers.

EJE RtS2 Response

***Refer to the commentary further below, in response to DPHI Key Issue 5 (e).**

SDRP Item 19

The project presents a significant opportunity to advance the inclusion of women in sport.

SDRP Item 19a

Demonstrate that appropriate amenity will be provided in the new facility to genuinely encourage women to participate in the sport of basketball.

EJE RtS1 Response

Newcastle Basketball actively encourages the participation of women in sport and a high percentage of its members and players are female. HISC is multi-sport venue that has been designed to include other sports including netball which is predominantly a female sport. Equal numbers of male and female change rooms and amenities have been included within the facility.

DPHI Key Issue – Built Form & Urban Design -5 (b)

DPHI Comment – re. SDRP 1st Review Memo (dated 1st Mar. 2024)

Explore opportunities for a further reduction of hardstand areas and expansion of permeable surfaces such as permeable paving to better align with WSUD principles and flood resilience. Department of Planning, Housing and Infrastructure point 5d

EJE Response

All car parking spaces in the carpark (except accessible spaces), have been amended to be of a permeable paving surface finish, to respond to the SDRP's comments, as shown on the Proposed Site Plan (EJE drwg A43). See part screenshot/Fig.42 below, where shaded in yellow.

It should also be noted, that the car spaces are designed at 4.8m deep, with the remaining 0.6m min. required length (for a min. total length of 5.4m under AS2890.1), occupied by garden beds, to already minimise hardstand areas, & to maximise landscape areas & rain-garden opportunities, as part of the overall WSUD strategy.

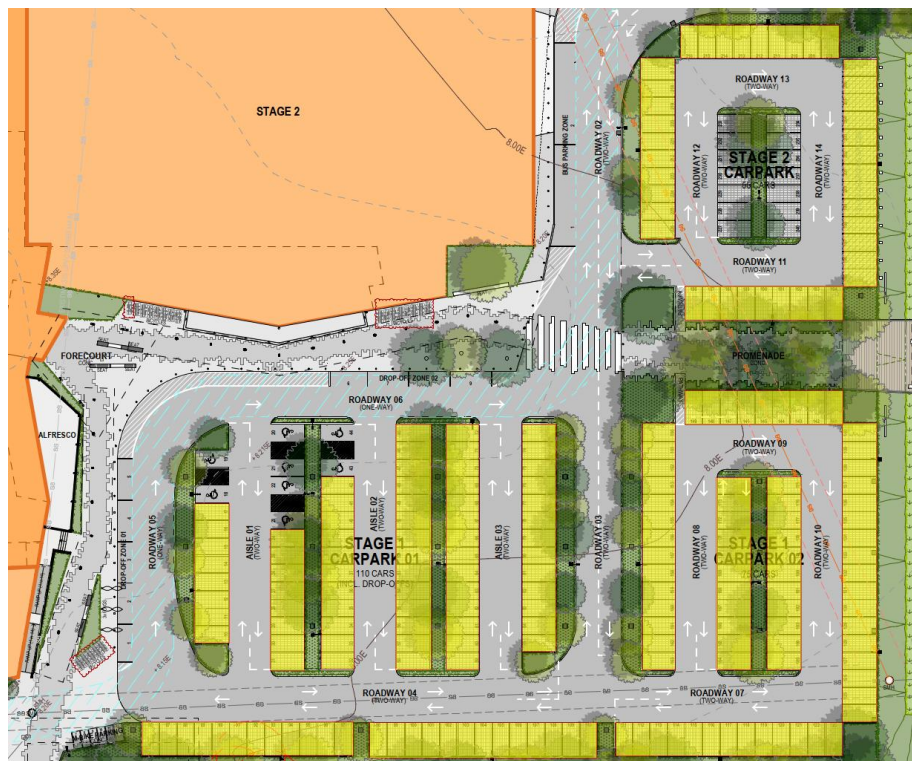


Figure 42 – Permeable Paving Extents (shaded yellow)

DPHI Key Issue – Built Form & Urban Design -5 (c)

DPHI Comment – re. SDRP 1st Review Memo (dated 1st Mar. 2024)

The building remains internalised with limited passive surveillance or public facing uses along the Monash Road frontage. Provide further meaningful activation and permeability along this edge of the site.

EJE Response

Internalised planning is a result of the facility's function (i.e. a sports stadium, with lighting & glare control requirements). However, substantial external facade glazing, & internal glazing between courts, has been provided, to allow for both external & internal passive surveillance & permeability.

The 1:500 scale of the submitted Floor Plans may possibly be hard to interpret, however, the majority of the southern façade at ground level facing Monash Rd, is glazed or louvered & capable of being permeable (e.g. Court 09, T&P Hub, Allied Health Hub). See marked-up part plan below (Fig.43), with bright-blue mark-ups indicating external & internal permeable walls (glazed or louvered).

EJE drawings A1016-A1023 were added to the drawing set in the first Response to Submission (RtS1), to provide further clarification, & to explain the proposed extent of external permeability of the facade. EJE dwgs A1033-A1034 were also added, to show the proposed internal permeability. See Figs 44-51 below, from the above noted drawings.

The amended Design Report for RtS1, also responds to the SDRP comments in Parts 5.3.3. (p.40), 5.3.4 (p.41), 5.3.5 (p.42).

Please note, activation & permeability along the facade to Monash Rd will be limited in part, due to the widths of the existing stormwater channel, cycleway, & landscaping between the facility & Monash Rd (approx. 35m). As such, permeability has been provided along the southern façade, primarily to the existing public pathway that adjoins as well as to Monash Road beyond.

Providing further permeability would contradict CoN request for additional landscape screening along this façade.

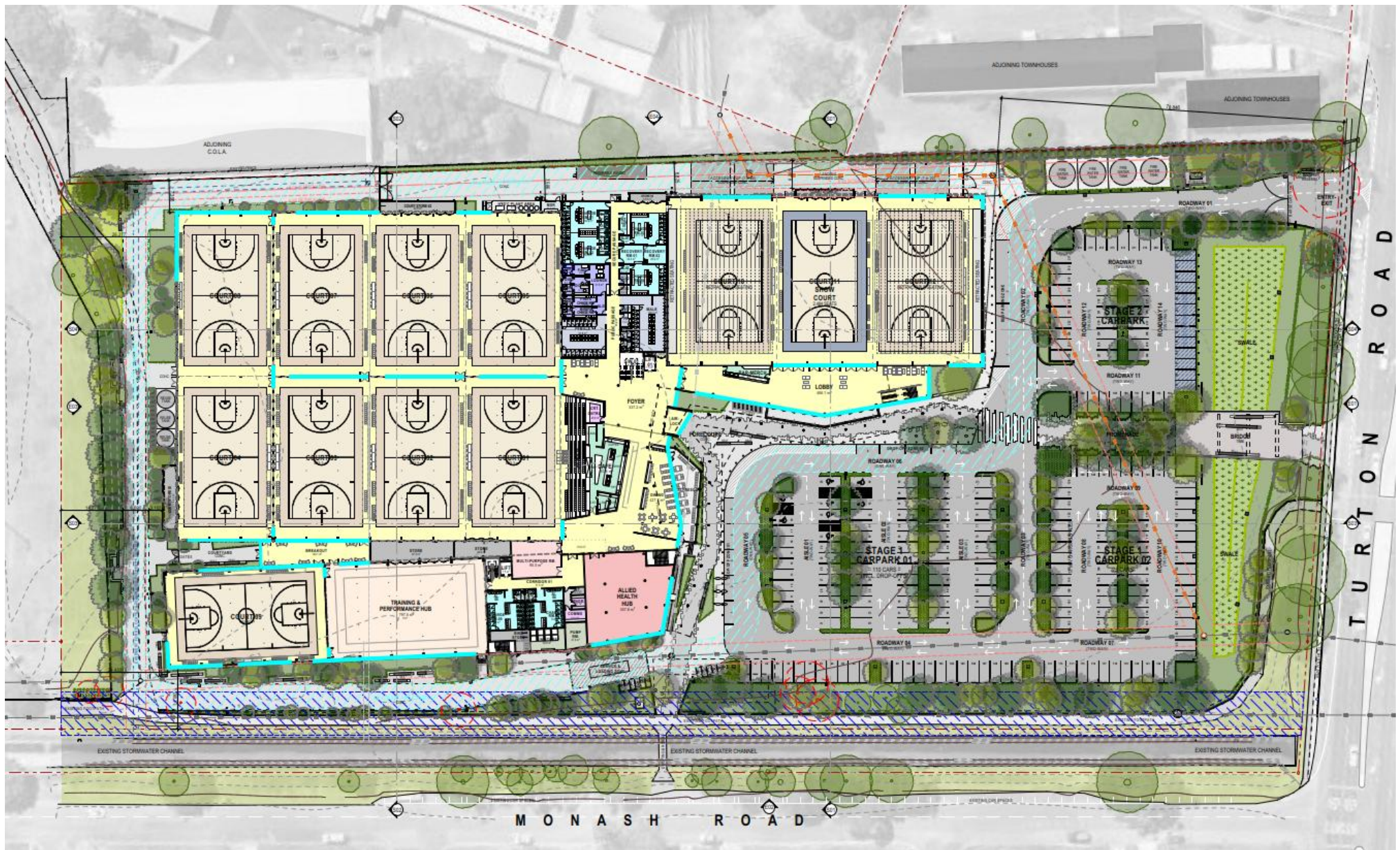


Figure 43 - Ground Floor Permeability (bright-blue mark-ups)



Figure 44 –Updated Drwg A1016 Image – Rts2 (Feb. 2026)



Figure 45 - Updated Drwg A1017 Image – Rts2 (Feb. 2026)



Figure 46 - Updated Drwg A1020 Image - RtS2 (Feb. 2026)



Figure 47 - Updated Drwg A1021 Image - RtS2 (Feb. 2026)



Figure 48 - Updated Drwg A1022 Image - RtS2 (Feb. 2026)

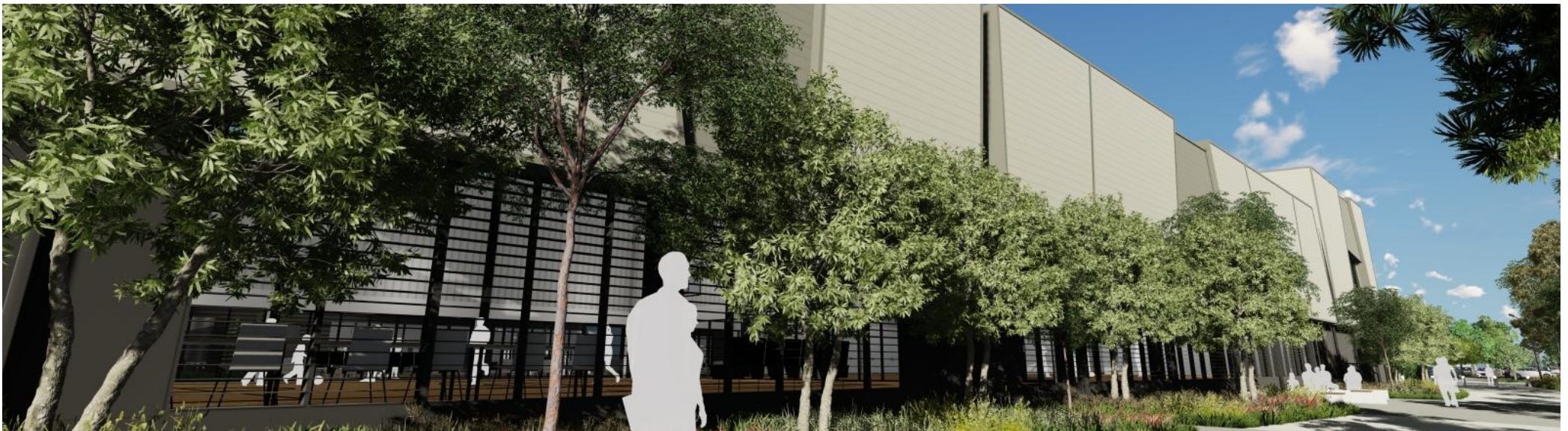


Figure 49 - Updated Drwg A1023 Image - RtS2 (Feb. 2026)



Figure 50 - Updated Drwg A1033 Image - RtS2 (Feb. 2026)



Figure 51 - Updated Drwg A1034 Image - RtS2 (Feb. 2026)

DPHI Key Issue – Built Form & Urban Design -5 (d)

DPHI Comment – re. SDRP 1st Review Memo (dated 1st Mar. 2024)

The northern and western facades remain inactive and present as 'back of house' to surrounding development. Further refinement is required to reduce visual bulk and improve the interface to the school and residential properties.

EJE Response

The external facade was revised in the RtS1 phase, primarily to address the previous SDRP comments. The upper facade was further articulated from the original submission, via the introduction of varying parapet height steps, & altering vertical facade plane steps or alignments, to create additional visual interest, & allow for the opportunity for a play with shadows, & the creation of "facets" in the facade, thereby reflecting the conceptual inspiration of a natural weathered rock-face external facade (refer to p.37 & p.55 – Part 6.4 in the Design Report for the conceptual rationale). Also see Fig.s 52-53 below.

These revisions were clarified in the amended RtS1 Design Report Part 5.3.4 (p.41) & Part 5.4 (6.b – p.48, & 10.a&b – p.50), & via the additional RtS1 drwgs sheets, particularly A1022, A1025-A1031. Also refer to Fig.s 54-59 below, indicating the progression of the façade design, from the original SSDA submission, to RtS1, & the now developed RtS2 submission.

Additional fenestration adjustments were also included, via the maximisation of glazed or louvered façade portions along the ground plane, to further enhance the indoor to outdoor relationship for the facility & its surrounds.

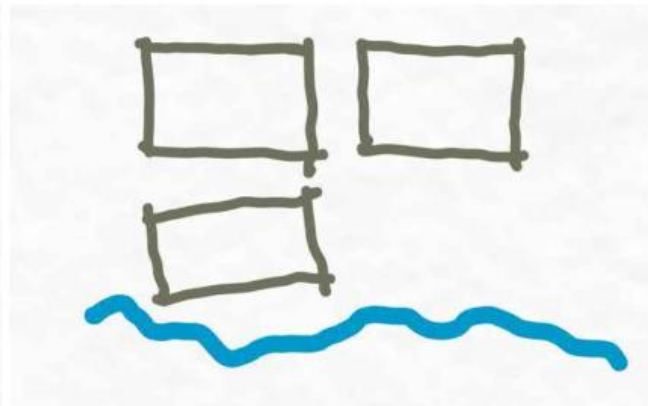
It should be noted that for the original SSDA submission, sketch format renders were provided, generally in a sepia tone format, primarily to reflect the conceptual design stage of the project & to relate to the plan presentation format. The subsequent RtS1 renders were presented in a similar format, to allow for a comparison between the two submissions. However, for the RtS2 submission, the renders have been presented in a more realistic format, generally to better portray the proposal. The selection of the main upper cladding materials has also been further refined, moving from a horizontal ribbed-type sheet metal cladding system (e.g. Lysaght Panel-Rib), to a horizontal recessed grooved sheet metal cladding profile (e.g. Lysaght Dominion), to assist in reducing ongoing maintenance & cleaning issues of a protruding profile system (e.g. build-up of dirt & grime). The colour of the upper cladding system however remains the same (i.e. Colorbond Wallaby), & represents differently in the RtS2 images, due to the removal of the sepia toned presentation format.



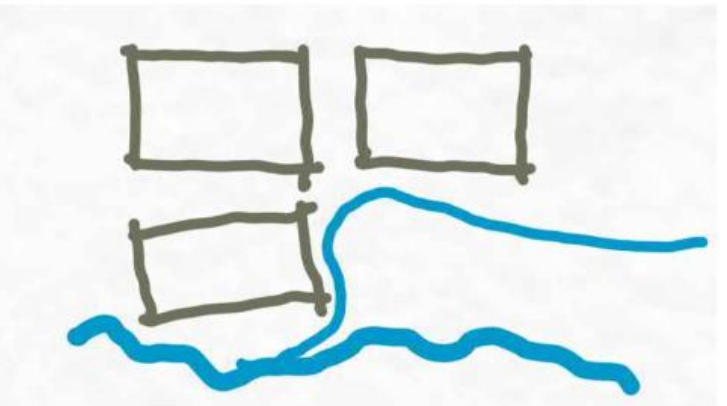
Figure 52 – Façade Inspiration – Arch Design Report (ADR – Aug. 2024)



The Water



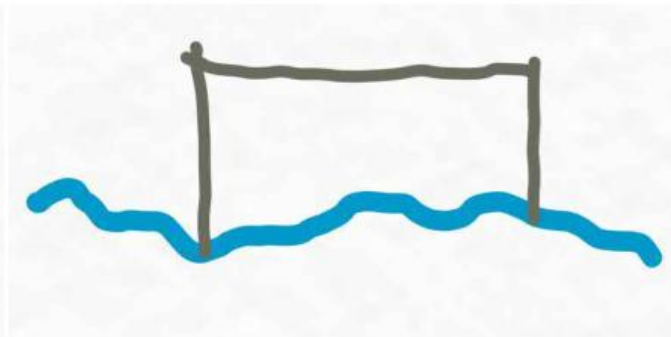
The Rocks



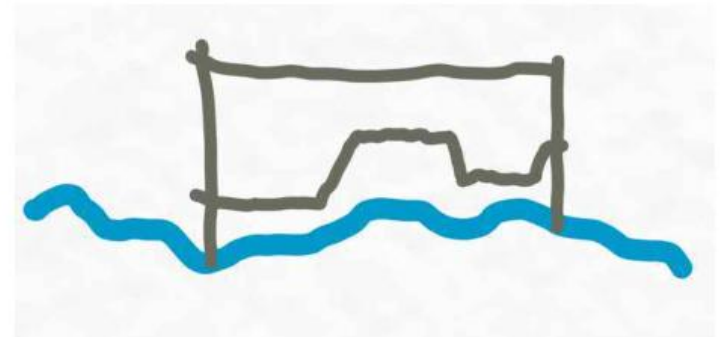
The Tributary



The Water



The Rocks



Erosion



Figure 54 – Original SSDA Image - SW Corner (Aug. 2024)



Figure 55 - RtS1 Image – SW Corner (Aug. 2025) – Articulated Façade Revisions



Figure 56 - RtS2 Image - SW Corner (Feb. 2026) - Increased Façade Articulation Revisions



Figure 57 – Original SSDA Image - NW Corner (Aug. 2024)



Figure 58 - RtS1 Image – NW Corner (Aug. 2025) – Articulated Façade Revisions



Figure 59 - RtS2 Image - NW Corner (Feb. 2026) – Increased Façade Articulation Revisions

DPHI Key Issue – Built Form & Urban Design -5 (e)

DPHI Comment – re. SDRP 1st Review Memo (dated 1st Mar. 2024)

The amended application does not respond in full to the matters raised by the State Design Review Panel on 1 March 2024. There remains opportunity to optimise green space, amenity and permeability ([SDRP Item 10](#)) and respond meaningfully to [SDRP Items 17 and 18](#) by maximising the use of rooftop solar to support the facility's energy needs incorporating low-carbon, sustainable materials, and aligning the project with NSW's Net Zero Plan.

SDRP Item 10

Explore massing options that reduce the footprint, and optimise green space, amenity, and permeability.

- a. Develop the elevational treatment and articulation of the northern and western façades to provide an appropriate interface with the townhouses and school and reduce adverse visual impacts.*
- b. Modulate the western façade in consideration of its relationship to the green space and connection with the school, including pathways and entrances between the school and the facility. For example, modulation could include shifting some of the internal program to the west.*

SDRP Item 17

Maximise use of roof solar for energy requirements given the day and night use of the space.

SDRP Item 18

Provide strategies for how a net-zero building can be achieved. This is highly encouraged to reach NSW's Net Zero emissions goal by 2050. Refer to 'NSW, DPIE, Net Zero Plan, Stage 1: 2020-2030' for further information.

EJE Response

The following points discuss the separate SDRP Items.

Item 10 – Massing Options

Explore massing options that reduce the footprint, and optimise green space, amenity, and permeability.

Other than stacking courts on top of each other, or removing car spaces, both of which are unviable, there is little opportunity to be able to reduce the proposed building footprint to optimise green space. Locating cars under the proposed building footprint, is again an unviable option, due to the associated costs (structure, type of construction, & fire ratings), the increased physical built form height (& associated visual impacts), access issues, &/or the inability to excavate for a basement carpark (due to contaminated soils).

As noted under Item 5(b), additional permeability to the exposed external surfaces has been added in the RtS2 proposal, via the provision of permeable paving to all of the car parking spaces on site (except for accessible car parking spaces)

Item 10a – Northern & Western Façade Elevational Treatment

Develop the elevational treatment and articulation of the northern and western façades to provide an appropriate interface with the townhouses and school and reduce adverse visual impacts.

Similar to the item above 5(d), the northern & western facades have been further articulated, as previously noted above.

The built form was revised for the original SSDA submission, to address the SDRP comments as provided at concept/pre-DA stage. The southern High-Performance wing was twisted in its plan orientation & massing at this stage (prior to the original DA submission), to create additional external visual interest to the western facade & massing, & to open-up the internal planning for the creation of internal break-out spaces, & to link to the external break-out spaces adjoining. See Fig.s 60-62 below.

Also see Fig.s 63-70 below, showing the progressional design development of the northern & western facades.

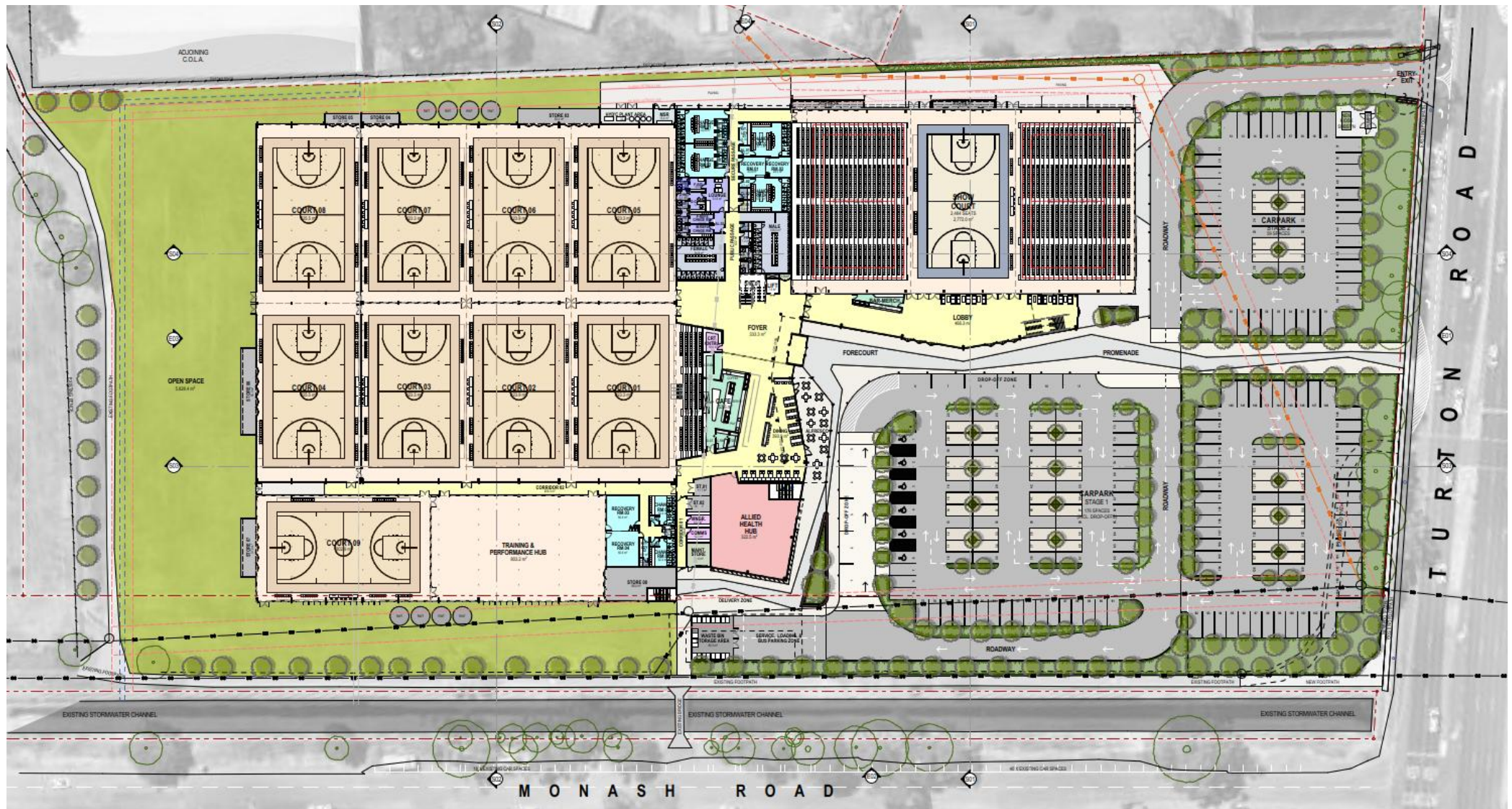


Figure 60 – SDRP Concept Submission (Feb. 2024)



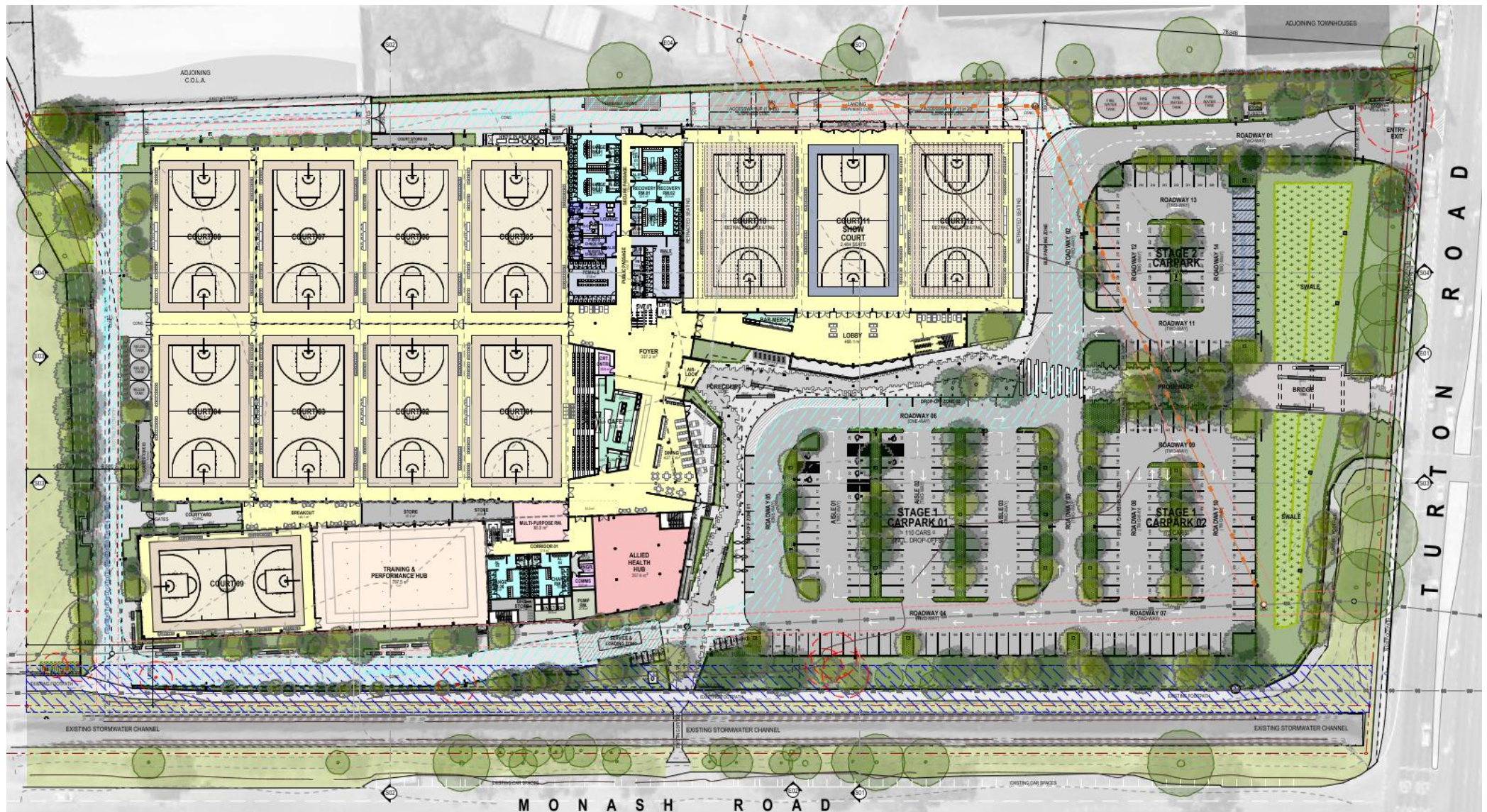


Figure 62 – RtS1 Submission (A44 rev. E – Aug. 2025)

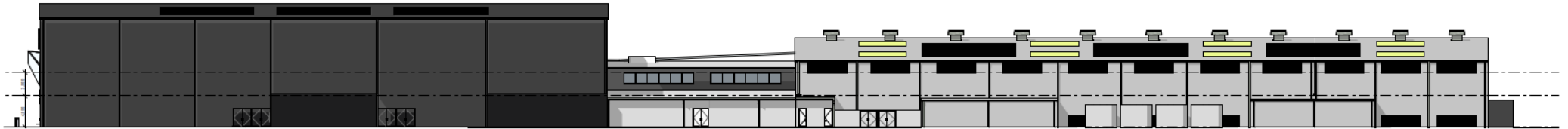


Figure 63 - SDRP Submission - Northern Elevation (Feb. 2024)

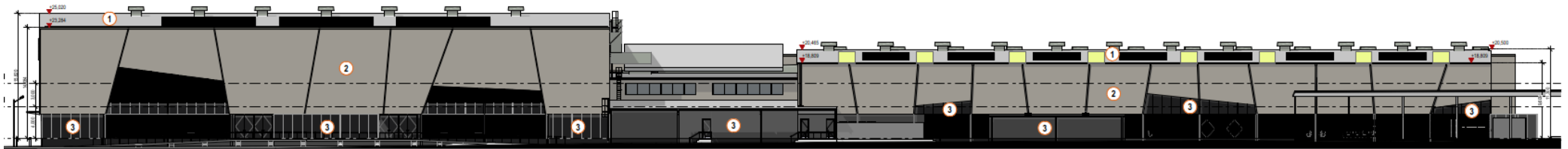


Figure 64 - Original SSDA Submission - Northern Elevation (Aug. 2024)

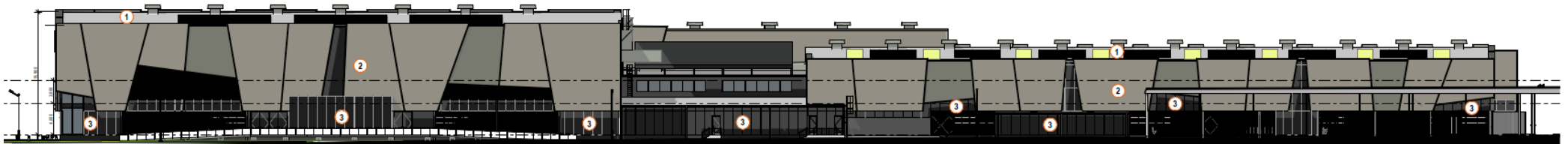


Figure 65- RtS2 Submission - Northern Elevation (Feb. 2026)



Figure 66- RtS2 Submission - Northern Elevation + Landscaping (Feb. 2026)

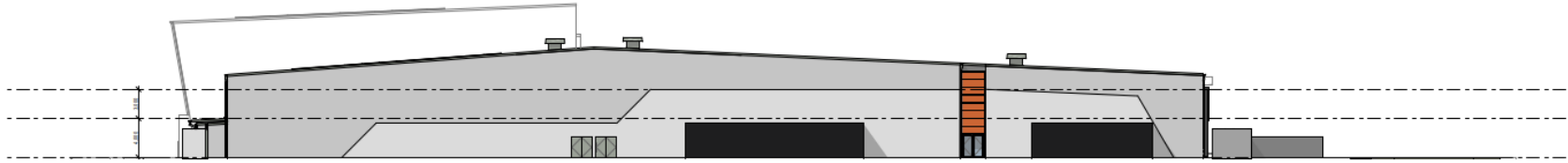


Figure 67 – SDRP Submission – Western Elevation (Feb. 2024)

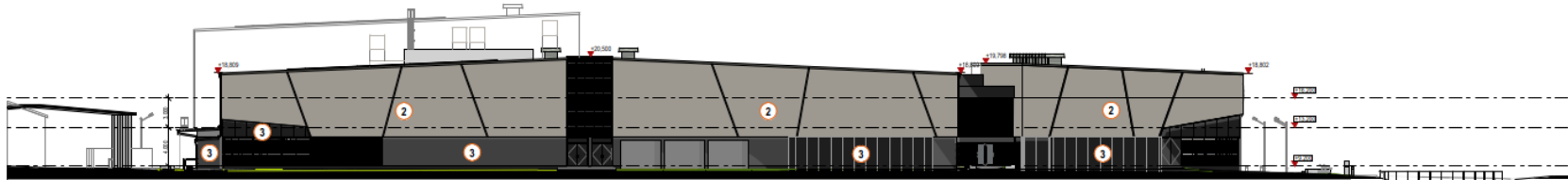


Figure 68 – Original SSDA Submission – Western Elevation (Aug. 2024)

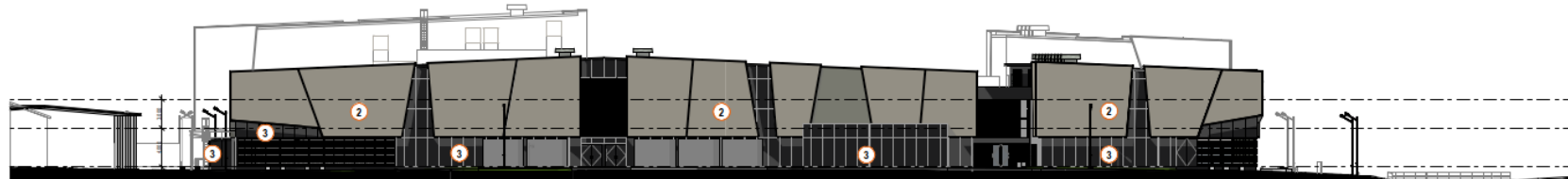


Figure 69– RtS2 Submission – Western Elevation (Feb. 2026)

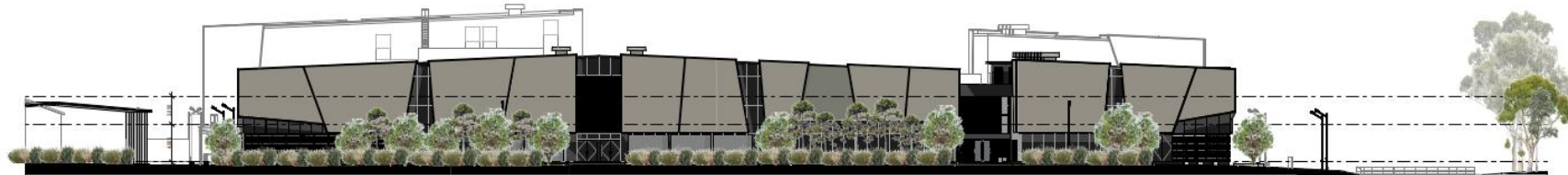


Figure 70– RtS2 Submission – Western Elevation + Landscaping (Feb. 2026)

Regarding the SDRP comments to address visual impacts to the northern adjoining townhouses, extra landscape screening has been added, which was also at the request of CoN (Memo dated 25-09-2025). Refer to Fig.71 below (northern boundary cross-sections from Terras Landscape Architects).



Figure 71 - Terras Landscape Architects drwg L234_S - Northern Boundary Cross-Sections (Jan. 2026)

Additional images have also been provided (see Figs 72-77 below), to assist with understanding the impact on the views from the existing adjoining townhouse north of the subject site. These images show that view-lines are still available to the south & south-east (particularly from the upper floors) & also show the landscape screening proposed along the boundary, that has been requested by Council.

It is also worth noting that the adjoining townhouses furthestmost from Turton Rd, are approx. 14m from the boundary (& approx. 23m from the proposed Show Court opposite). The townhouses directly fronting Turton Rd (setback approx. 4m from the boundary), adjoin the proposed landscape screen hedging, with no built form opposite.

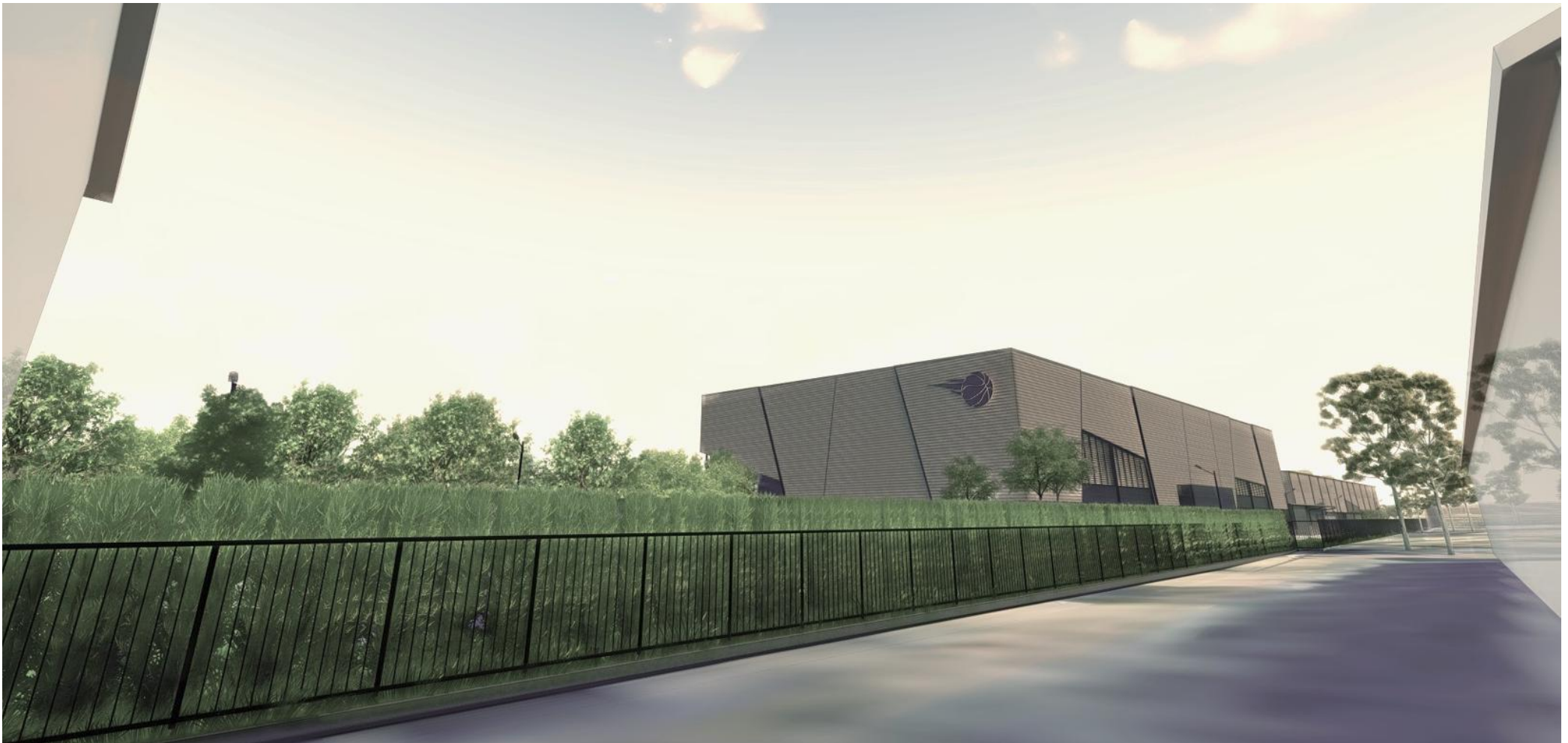


Figure 72 - RtS1 Image - from Adjoining Townhouses (Aug. 2025)

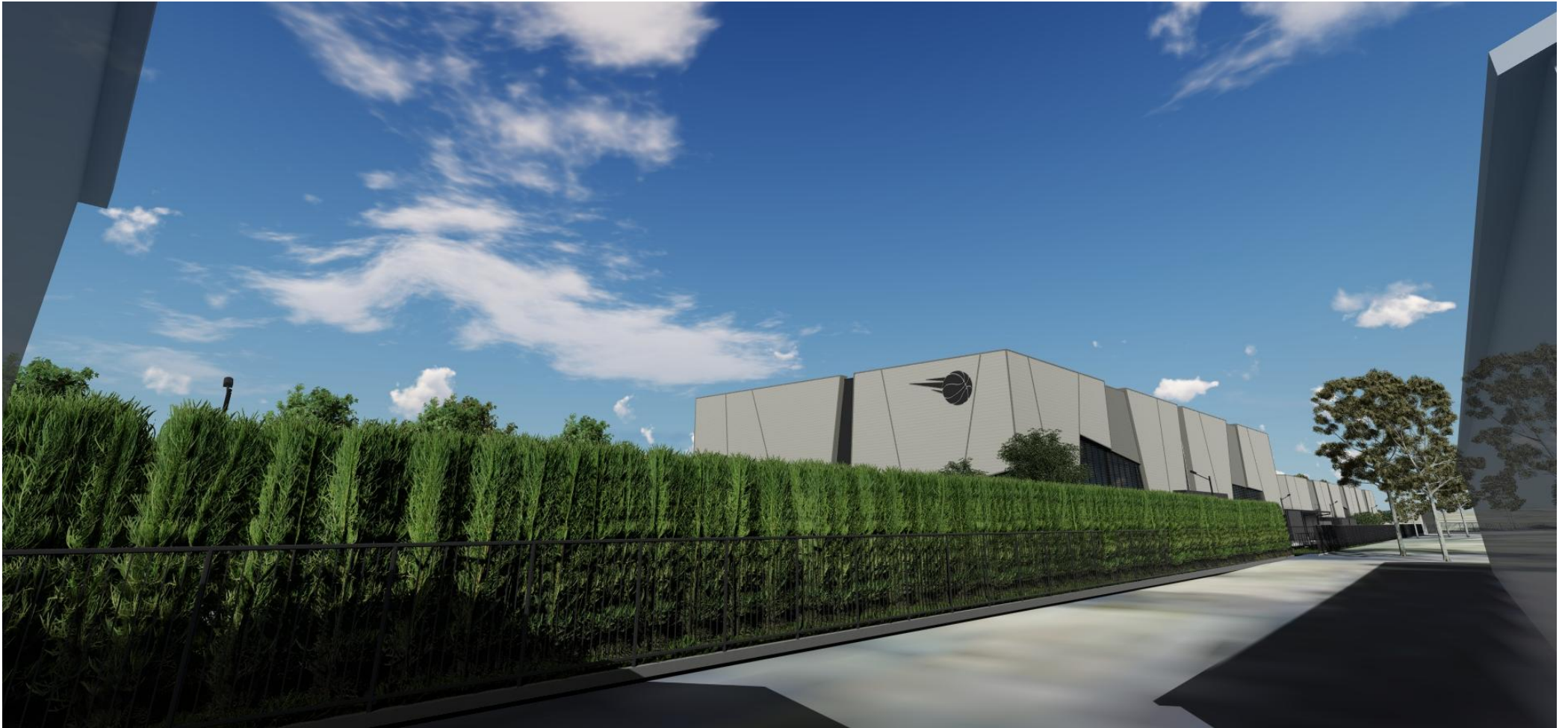


Figure 73 – RtS2 Image – from Adjoining Townhouses (Feb. 2026)

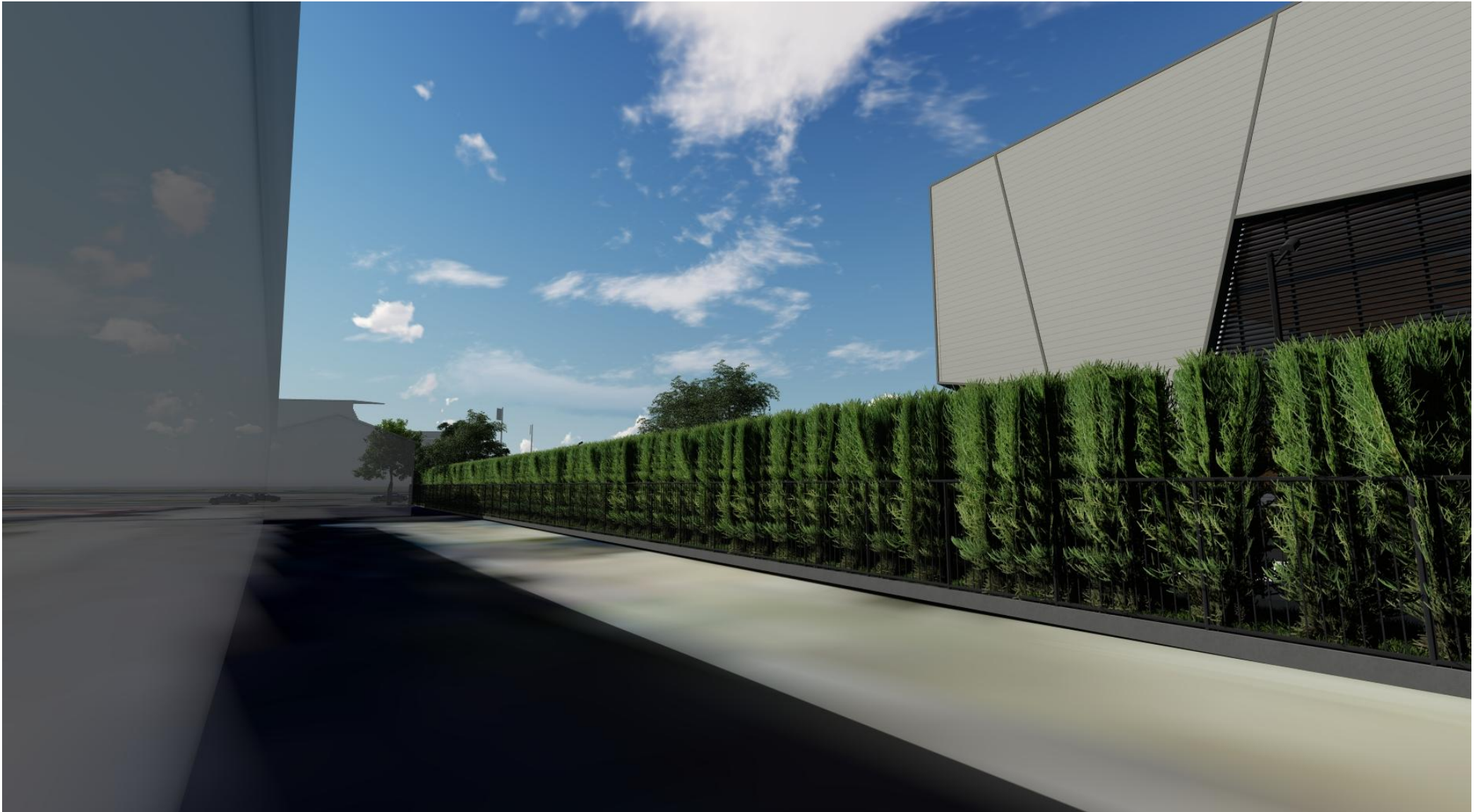


Figure 74 – RtS2 Image - View from Adjoining Townhouses - SW corner at Ground Floor Facing SE (Feb. 2026)

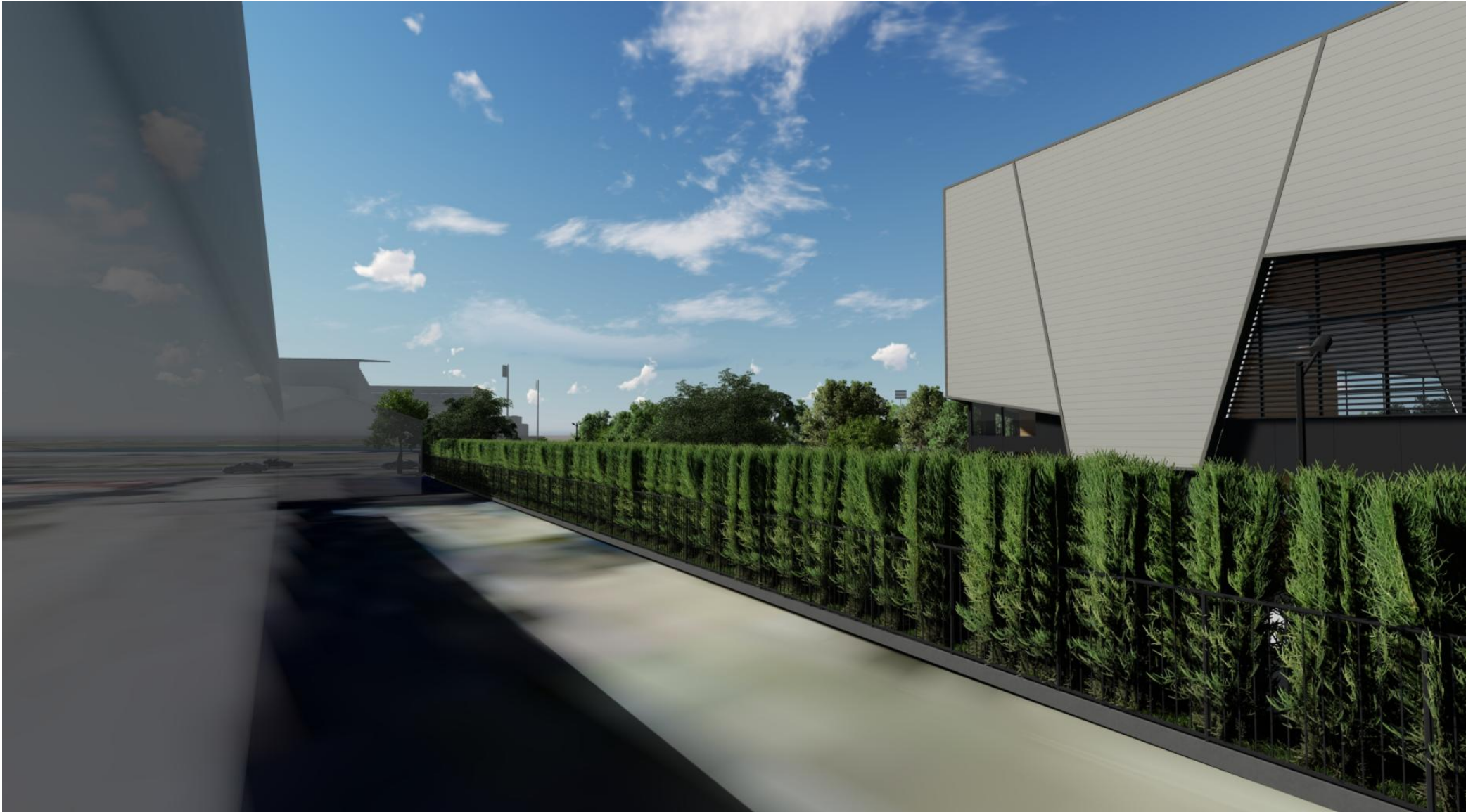


Figure 75 - RtS2 Image - View from Adjoining Townhouses - SW corner at Upper Floor Facing SE (Feb. 2026)

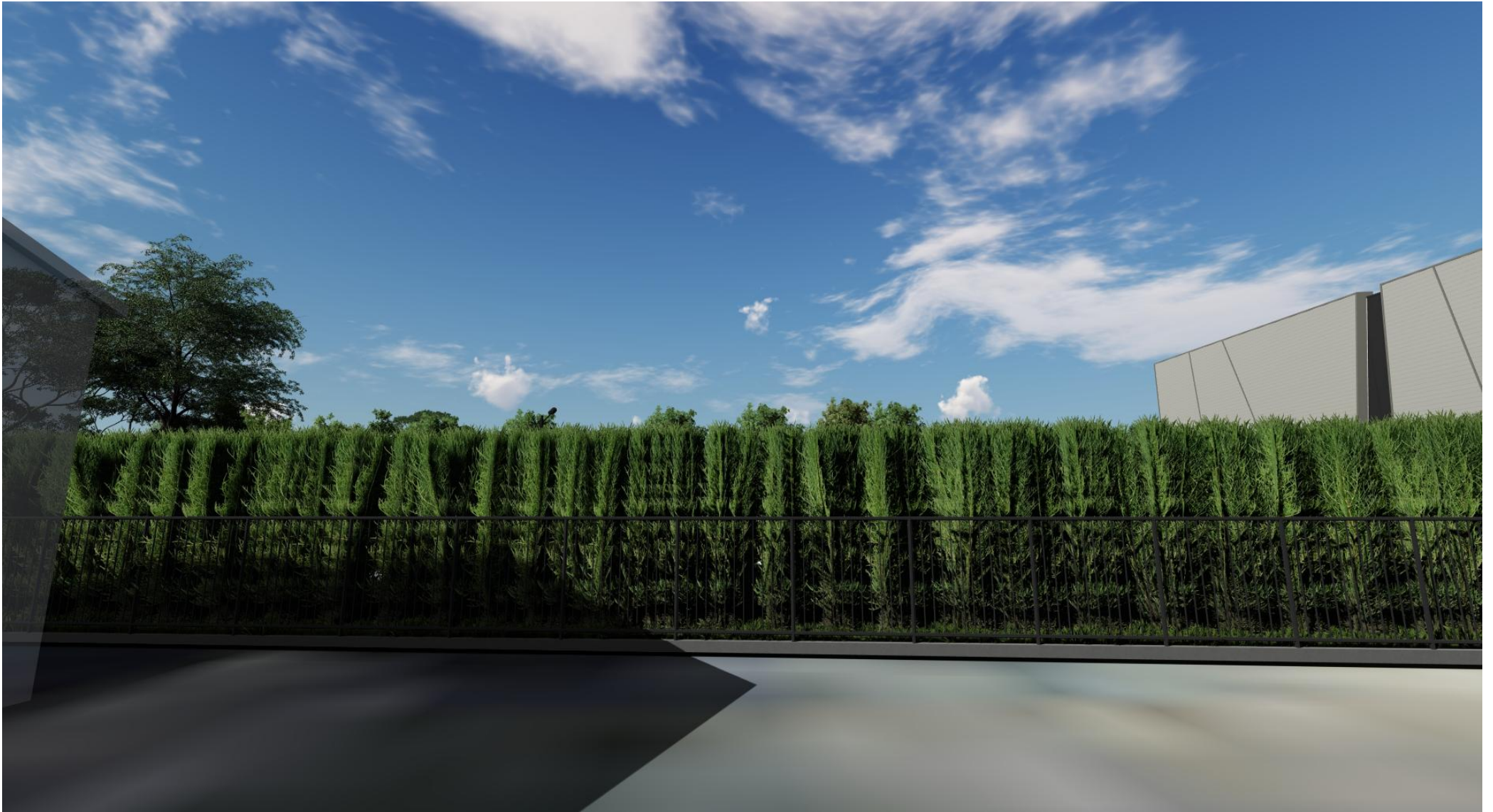


Figure 76 - RtS2 Image - View from Adjoining Townhouses - Ground Floor Facing South rear block(Feb. 2026)

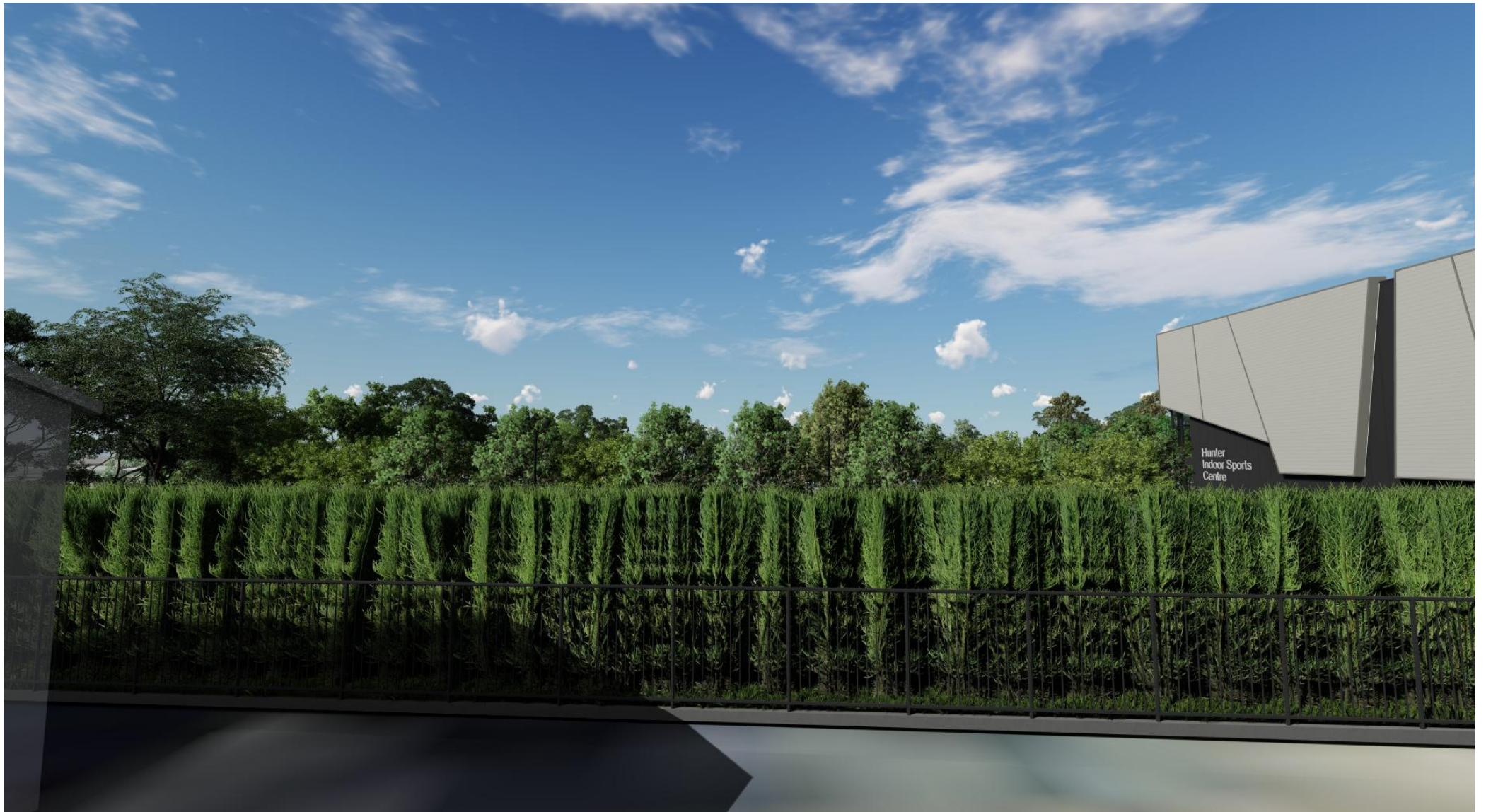


Figure 77 - RtS2 Image - View from Adjoining Townhouses - Between the 2x blocks at Upper Floor Facing South (Feb. 2026)

Additional fenestration was also added during RtS1, where facing the school, as noted in the above item 5(d).

These facades again have been further developed during the RtS2 phase, as again previously noted in the above submission comments.

Refer to Fig.s 78-83 below, showing the differences in the proposed facades, between RtS1 & RtS2.



Figure 78 - RtS1 Image - from adjoining School COLA (Aug. 2025)

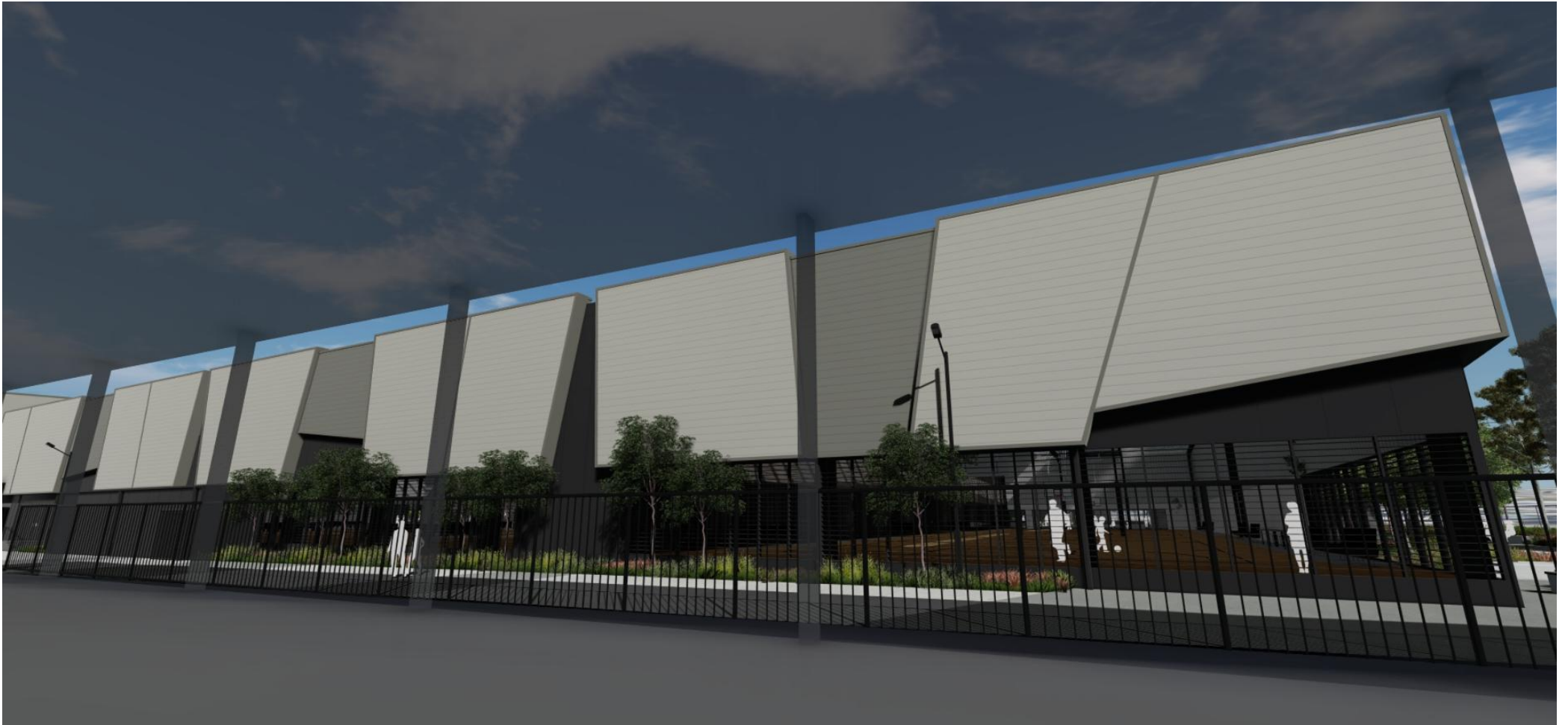


Figure 79 – RtS2Image – from adjoining School COLA (Feb. 2026)

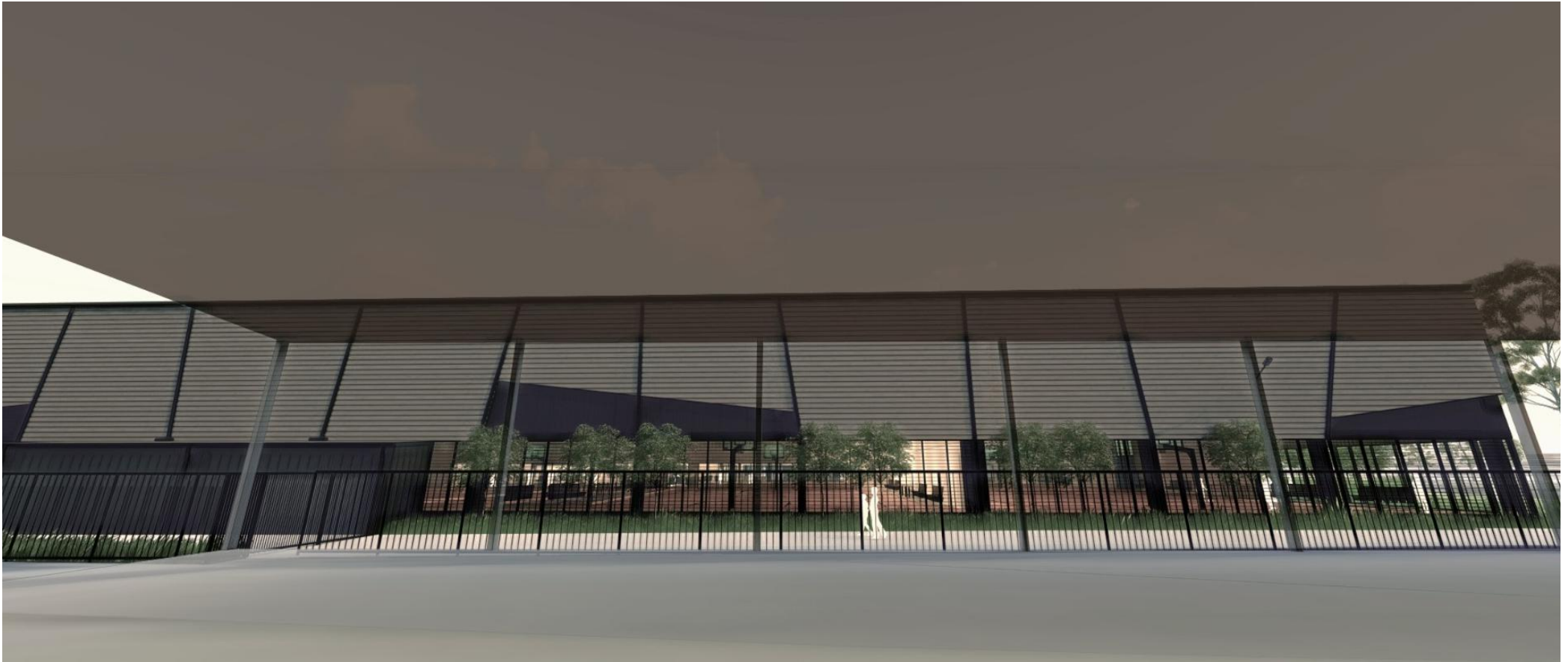


Figure 80 - RtS1 Image - from adjoining School COLA (Aug. 2025)



Figure 81 - RtS2Image - from adjoining School COLA (Feb. 2026)



Figure 82 - RtS1 Image - from adjoining School yard (Aug. 2025)



Figure 83 – RtS2 Image – from adjoining School yard (Feb. 2026)

Item 10b – Western Façade Modulation

Modulate the western façade in consideration of its relationship to the green space and connection with the school, including pathways and entrances between the school and the facility. For example, modulation could include shifting some of the internal program to the west.

The reference in the SDRP comments to a connection to the western green-space is no longer applicable, due to the revised building siting during the RtS1 phase.

Access points on the western façade of the facility for the potential school's use are still proposed.

These revisions were clarified via the additional RtS1 drwgs sheets, particularly A1022, A1025-A1031, as well as the updated RtS1 Design Report Part 5.3.4 (p.41) & Part 5.4(6.b – p.48, & 10.a&b – p50).

Also refer to Fig.s 84-91, showing the progressional design development of the western façade modulation.



Figure 84 - Original SSDA Image – West-South-Western View from Monash Rd West (Aug. 2024)



Figure 85 – RtS1 Image – West-South-Western View from Monash Rd West (Aug. 2025)



Figure 86 – RtS2 Image – West-South-Western View from Monash Rd West (Feb. 2026)



Figure 87 – RtS1 Image – South-Western View from Monash Rd West (Aug. 2025)



Figure 88– RtS2 Image – South-Western View from Monash Rd West (Feb. 2026)



Figure 89 – Original SSDA Image – North-Western View (Aug. 2024)

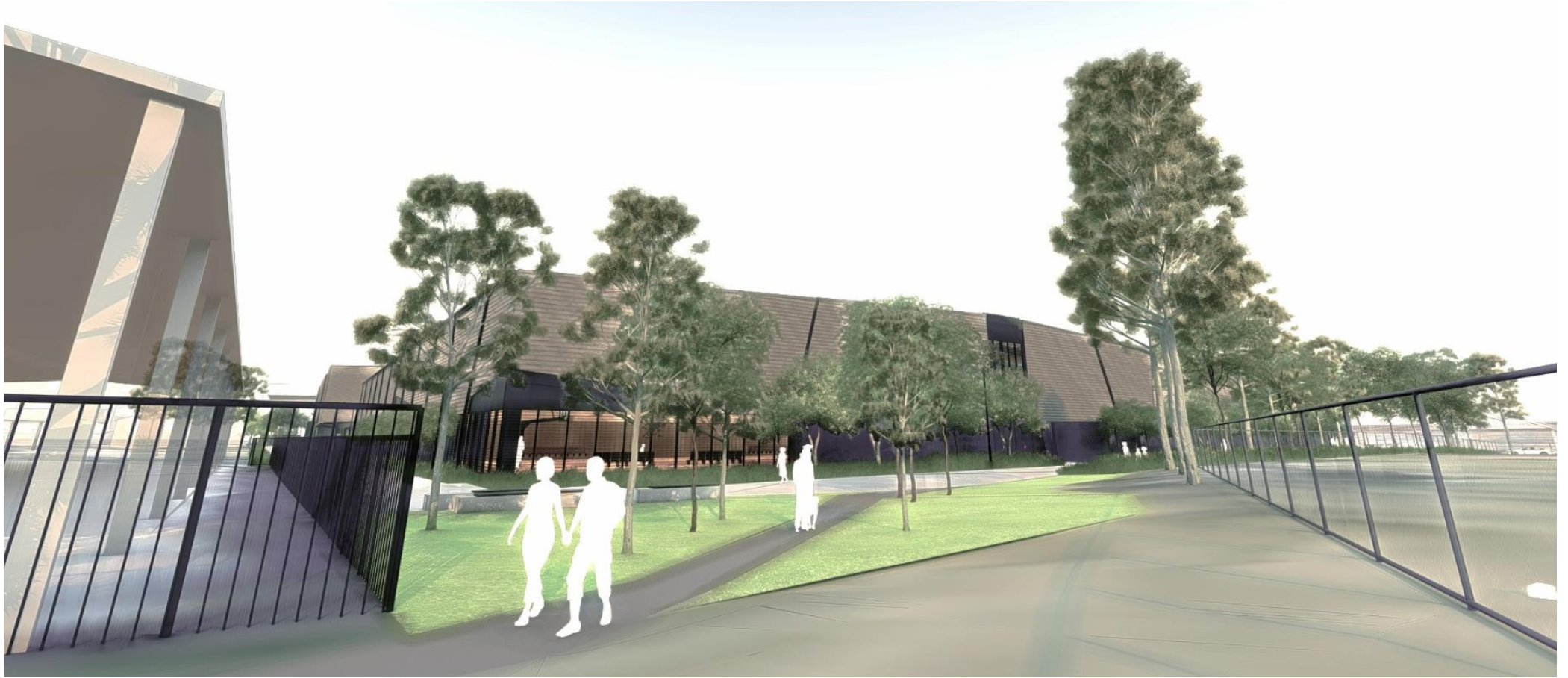


Figure 90 - RtS1 Image – North-Western View (Aug. 2025)



Figure 91 – RtS2Image – North-Western View (Feb. 2026) existing fencing to school and Arthur Edden Oval indicatively shown.

Item 17 – Roof Solar

Maximise use of roof solar for energy requirements given the day and night use of the space.

Rooftop solar panels were incorporated into the original DA, following the concept/pre-DA SDRP comments, & are evident on drwg A46, with 780x solar-panels currently proposed, capable of potentially producing approx. 390kW of power. See Fig.92 below.

The final extent of solar panels will be developed further, post approval, based on expert advice. The project solar array has been sized to accommodate the majority of the project's expected energy demand; further expansion has been allowed for within the structural design however would require approval from the network operator to allow significant export of power to the grid.

Additional expert commentary has also been provided by our ESD Consultant (Northrop), primarily relating to the benefits of using solar power. This commentary is provided as part of the RTS.

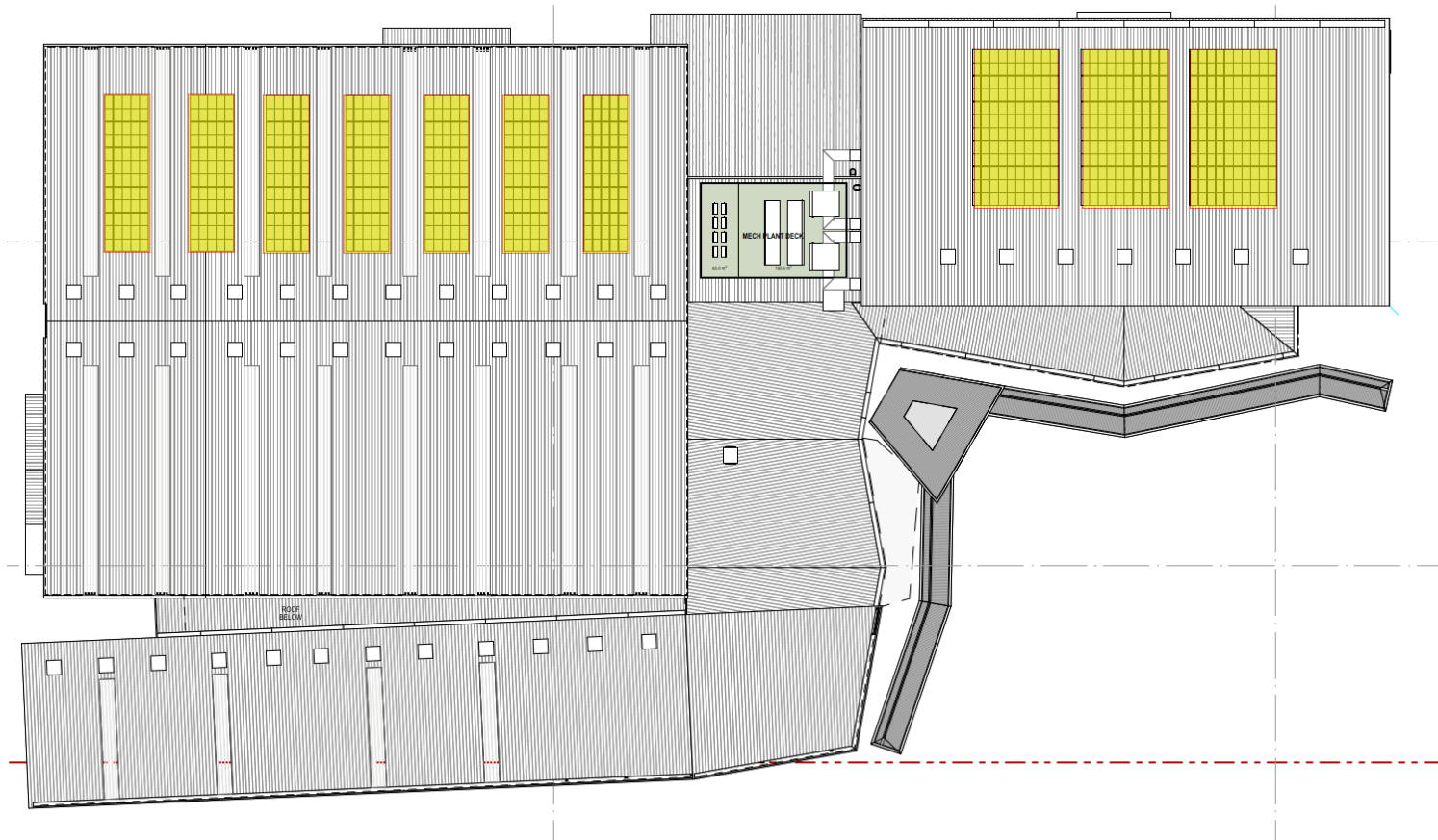


Figure 92 – Roof Plan (solar panels in yellow)

Item 18 – Net-Zero

Provide strategies for how a net-zero building can be achieved. This is highly encouraged to reach NSW's Net Zero emissions goal by 2050. Refer to 'NSW, DPIE, Net Zero Plan, Stage 1: 2020-2030' for further information.

The Net Zero emissions target strategies are also outlined in the original ESD Report provided by Northrop.

As noted above, additional expert commentary has been provided by our ESD Consultant (Northrop), regarding options considered, to maximise sustainable design principles, & the associated benefits and are included as part of the RTS.

DPHI Key Issue – Built Form & Urban Design -5 (e)

DPHI Comment – re. SDRP 1st Review Memo (dated 1st Mar. 2024)

The operational noise assessment undertaken in the Acoustic Assessment report is to be updated to accurately reflect the façade materials proposed.

EJE Response

The original Acoustic Assessment has been updated by RAPT, in Section 4.3 of the Report, to ensure the assessment reflects the materials proposed in the façade, via the inclusion of Figure4-6 (from EJE drwg A89 – Materials & Finishes sheet), & revised commentary either side of Figure 4-6.

Refer to the updated Acoustic Assessment submitted for Rts2.

The following commentary is in relation to other issues raised by other government agencies.

SES (State Emergency Service)

Site Entry & Access Options (dated 24th Sept. 2025)

We refer to our previous response dated 11 November 2024, with reference ID2728, including the key considerations relating to emergency management. We provide further advice below, based on our review of the proposed amendments and updated project documentation.

- Recommend considering site design to avoid entry or exit through high hazard areas (such as the Turton Road exit).*
- Recommend investigating alternative site design options that may provide vehicular access northwest to Womboin Road, if feasible, noting that currently this is the proposed pedestrian emergency access – which appears to remain flood free up to and including the 0.2% AEP events and provides rising road access, thus providing improved flood resilience compared to the Turton Road access.*

EJE Response

Alternative siting options for entry & exit points were considered in the preliminary concept master-planning phases, with the submitted proposal providing the optimum outcome for the users of the facility.

Turton Rd was considered to provide the best access point to the site, allowing emergency services to directly access the site from a main arterial road.

Vehicle access off Womboin Rd has been considered & reviewed and it was considered unviable due to the impacts to adjoining properties, & the increase in traffic to Womboin Rd was deemed to be an undesirable outcome. The existing pedestrian access from the west of the proposed facility to Womboin Rd, is proposed to be maintained.

Although formal emergency access isn't feasible, emergency services vehicles will still be able to physically access the proposed facility from Womboin Rd, if required. See Fig. **93** below showing the current access path.



Figure 93 – Existing Pedestrian Access from NW of Subject Site to Wombain Rd (source: Google Maps 3D)

Building Design Structural Capabilities (dated 24th Sept. 2025)

- *Recommend considering building design able to withstand the potential flood forces and debris loading of the PMF, so that structural failure is avoided during a flood, especially considering the flash flood nature at the site.*

EJE RtS2 Response

Additional expert commentary has also been provided by our structural Engineer (Northrop), relating to the structural capabilities of the proposal, with respect to flood impacts and are included as part of the RTS.

The commentary identifies that the “proposed building structure can be designed to resist the expected forces from floodwaters and remain structurally adequate in the event of flooding”.

City of Newcastle (CoN) – Council

Tree Coverage (Memo dated 25th Sept. 2025)

CN notes that despite our previous advice the site area of 7.83ha indicated in the original documentation is not correct the above-mentioned architectural design report continues to cite this figure which may impact on the calculations of existing and proposed tree canopy.

EJE RtS2 Response

EJE acknowledges that there was a discrepancy between the Architectural Drawings (drwg. A41 [E]), & the Architectural Design Report (ADR rev. D, p.4).

EJE hereby note that drawing A41 [E] is correct, & takes precedence, with a shown site area of 37,724.1m² (3.77ha).

This was also corrected in the Landscape drawings prepared by Terras, in the RtS1 submission in June 2025 (rev. N), as their original SSDA submission (Aug. 2024 – rev. F), had an incorrect site area of 7.83ha.

City of Newcastle (CoN) – Council

Shelter in Place (Memo dated 25th Sept. 2025)

Adequacy of shelter in place arrangements

CN recommends consideration be given to the shelter-in-place arrangements at each stage of development against the design criteria provided in the DPHI's publication 'Shelter in place Guideline for flash flooding'. Consideration should be given to the available floor area for refuge and likely attendance at each stage of the development.

We provide conditions regarding flooding in our schedule of recommended conditions.

EJE RtS2 Response

For the proposed **Stage 1** works, an area of 317.3m² is available to "shelter-in-place" on the upper floor level.

Refer to Fig.94 below, with the yellow shaded area (Gallery) indicating the extents of the 317.3m² available for refuge.

In addition to that, the adjoining Multi-Purpose Rooms (as shaded in pink), provide an additional total area of 299m², thereby **resulting in a total potential refuge area of 616.3m² in Stage 1** (not including the Admin Offices of 303.5m² shaded in purple).

The expected occupancy during Stage 1 (for the 8x courts), is approx. **158x people** (i.e. 8x courts x 19-people per court, + 6x staff **TBC**).

*Note – Admin staff & Multi-Purpose Rm users are not included, as they are already able to shelter within these spaces.

Considering DPHI's "Shelter in Place Guideline for Flash Flooding", an area of 2m² per person should generally be allowed for.

As such, for the expected 158x people in Stage 1, a minimum area of 316m² should be provided, **where the available refuge area is 616.3m², & therefore adequate.**

Sanitary provisions (toilets) are also provided on the upper floor level of Stage 1, with 10x female toilets & 5x male toilets + 5x urinals.

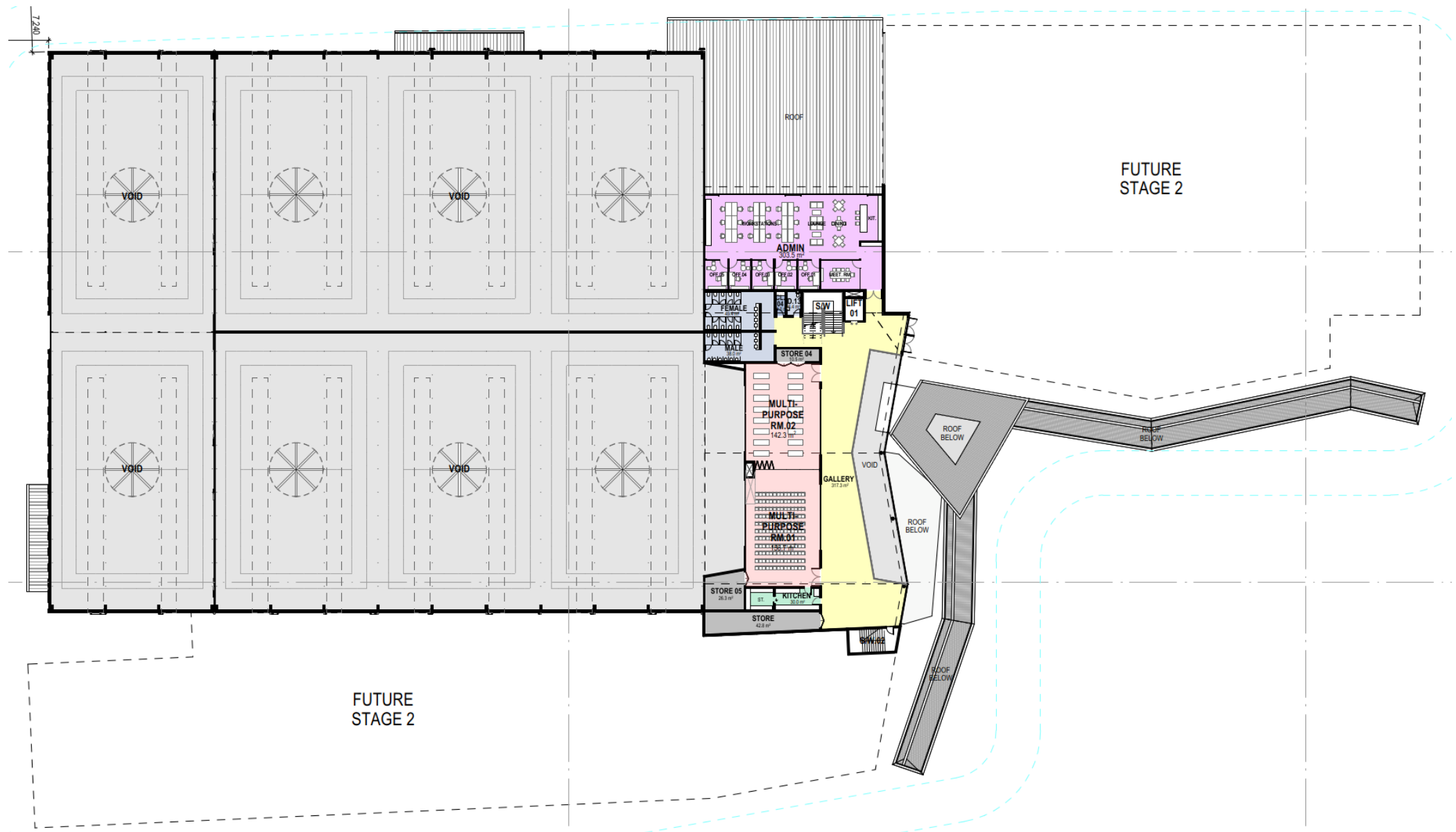


Figure 94 - Stage 1 Upper Floor Plan (yellow & pink shaded refuge areas)

For the proposed **Stage 2** works, in addition to the Stage 1 areas noted above, an additional 150.1m² is available to “shelter-in-place” on the upper floor level in the Athlete-Staff Lounge (as shaded in yellow on Fig.95 below).

In addition to that, the adjoining Function Rm-Corporate Lounge (as shaded in pink), provides an additional total area of 262.4m², thereby resulting in a total potential additional refuge area of 412.5m² in Stage 2, in addition to the Stage 1 area of 616.3m² noted above, thereby **totalling a potential area of 1,028.8m² in Stage 2.** Refer to Fig.95 below, with the yellow & pink shaded areas indicating the extents of the potential 1,028.8m² available for refuge.

Also note, this does not include the adjacent Gym-Movement Studio-Functional Testing area (717.1m² as shaded in light-blue), or the Admin Offices (303.5m² shaded in purple).

For **Stage 2**, the expected occupancy (for general use of the 12x courts, i.e. not in Show-Court mode), is approx. **238x people** (i.e. 12x courts x 19-people per court, + 10x Allied Health Hub staff – TBC).

*Note – again, Admin staff & Multi-Purpose Rm users area are not included, as they are already able to shelter within these spaces.

As such, for the expected 238x people in Stage 2, a minimum area of 476m² should be provided (based on DPHI's guidelines), **where the available refuge area is 1,028.8, & therefore more than adequate.**

Additional sanitary provisions are provided in Stage 2, with an extra 6x female toilets & 3x male toilets + 4x urinals, for an overall total of 16x female toilets & 8x male toilets + 9x urinals.

Please also note, as per the Flood Emergency Response Plan (FERP), the facility is proposed to be closed in advance of severe forecast weather events.

As such, **for Show Court events** (with a max. of 2,484x spectators), **the facility won't be open in a forecast PMF event, & therefore, “shelter-in-place” strategies won't be required.**

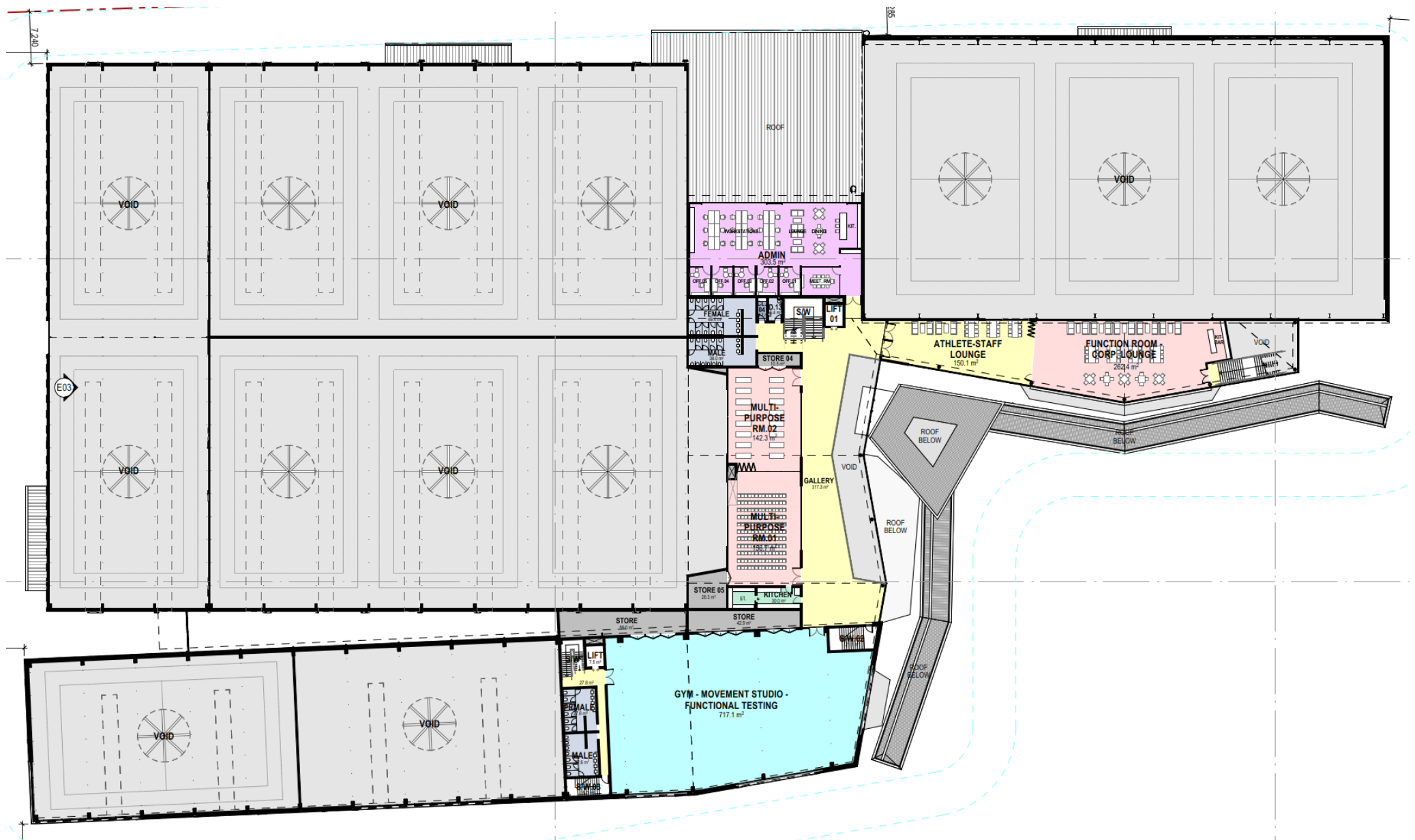


Figure 95 - Stage 2 Upper Floor Plan (yellow, pink and blue shaded refuge areas)

Please also note (as advised by our Flood Engineer – Torrent), the facility will technically be being used for “sheltering in place” for 1:10 year flood (or rarer), as that is the event that results in isolation of the site (loss of access), due to the entrance road is overtopped with flood waters.

However, the reality is that, the flood waters over the driveway would only be 50mm deep, with a 150mm depth in a 1:20 year event , & 250mm deep in 1:50 year events.

Furthermore, pedestrian access is also still available to Womboin Rd at a 1:500 year event (via the existing pathway), & as such, it can reasonably be argued that the site isn't isolated (in terms of needing to address an emergency), until approx. a 1:1000 year flood event.

In terms of having to use the upper floor as a flood refuge, that would only be required once flood water inundation of the ground floor level occurs. This is outlined in the Flooding Reports prepared by Torrent, & occurs around a 1:300,000 year event. As such, the areas available on the ground floor level of the facility are available for “sheltering in place”, up until these events.

For further clarification, the proposed ground floor level (GFL) is at 9.20m AHD, with the site's driveway entrance lowest level (driveway level - DL) at approx. 7.65m AHD, & the flood water levels for flood events are as follows:-

- 1:10 year = 7.7 m AHD (i.e. 1.5m below GFL & 0.05m above DL)
- 1:20 year = 7.8 m AHD (i.e. 1.4m below GFL & 0.15m above DL)
- 1:50 year = 7.9 m AHD (i.e. 1.3m below GFL & 0.25m above DL)
- 1:100 year = 8.3 m AHD (i.e. 0.9m below GFL & 0.65m above DL)
- 1:200 year = 8.4 m AHD (i.e. 0.8m below GFL & 0.75m above DL)
- 1:500 year = 8.6 m AHD (i.e. 0.6m below GFL & 0.95m above DL)
- PMF event = 9.5 m AHD (i.e. 0.3m above GFL & 1.85m above DL)

As noted above, “sheltering-in-place” on the upper floor, is only required for an expected 1:300,000 year flood event, where such an event would generally be forecast well in advance, & as such, the facility would be closed.

The proposed carpark has also been designed to ensure that a max. H1 flood hazard classification arises in a 1:100 year flood event, with partial H2 classification during 1:500 year events. See Fig.s 96-97 below from the Flooding Reports.

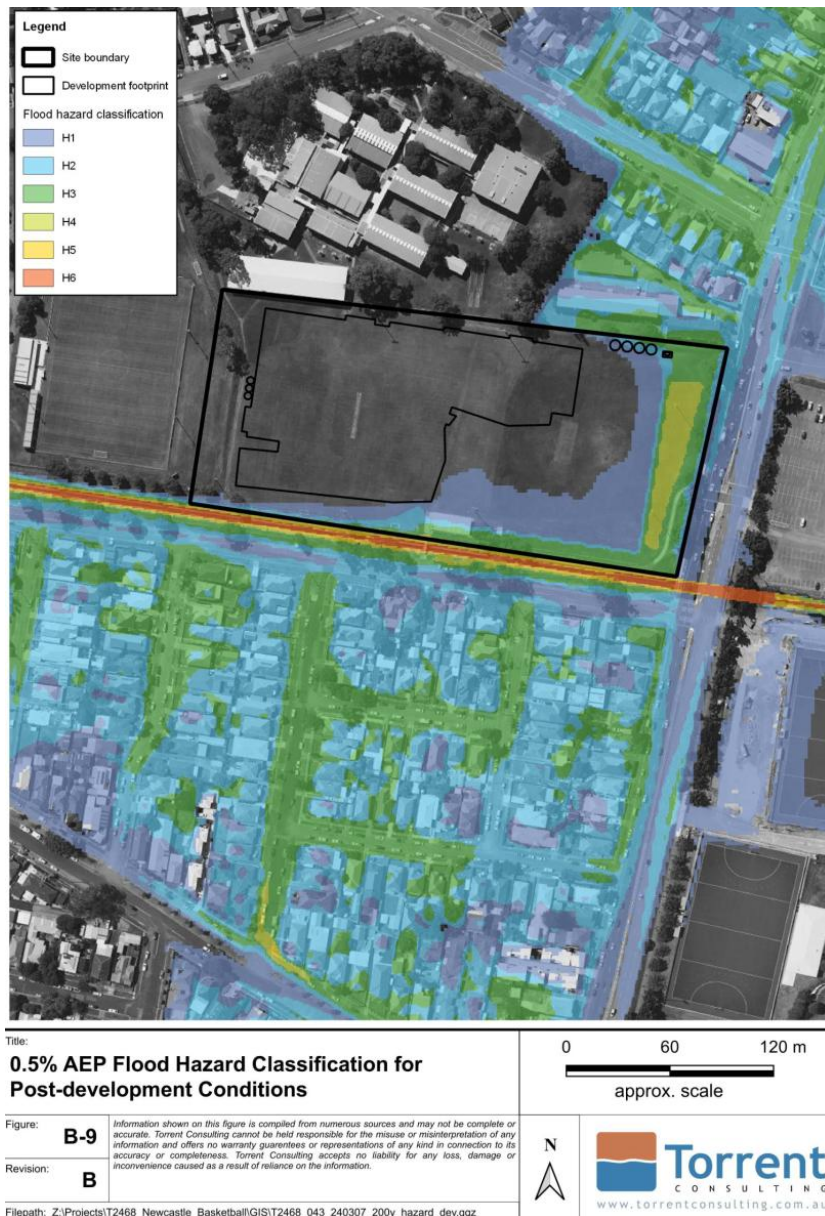


Figure 96 – 1:200 year Flood Hazard Classifications Post-Development (max. H1 classification – darker blue)

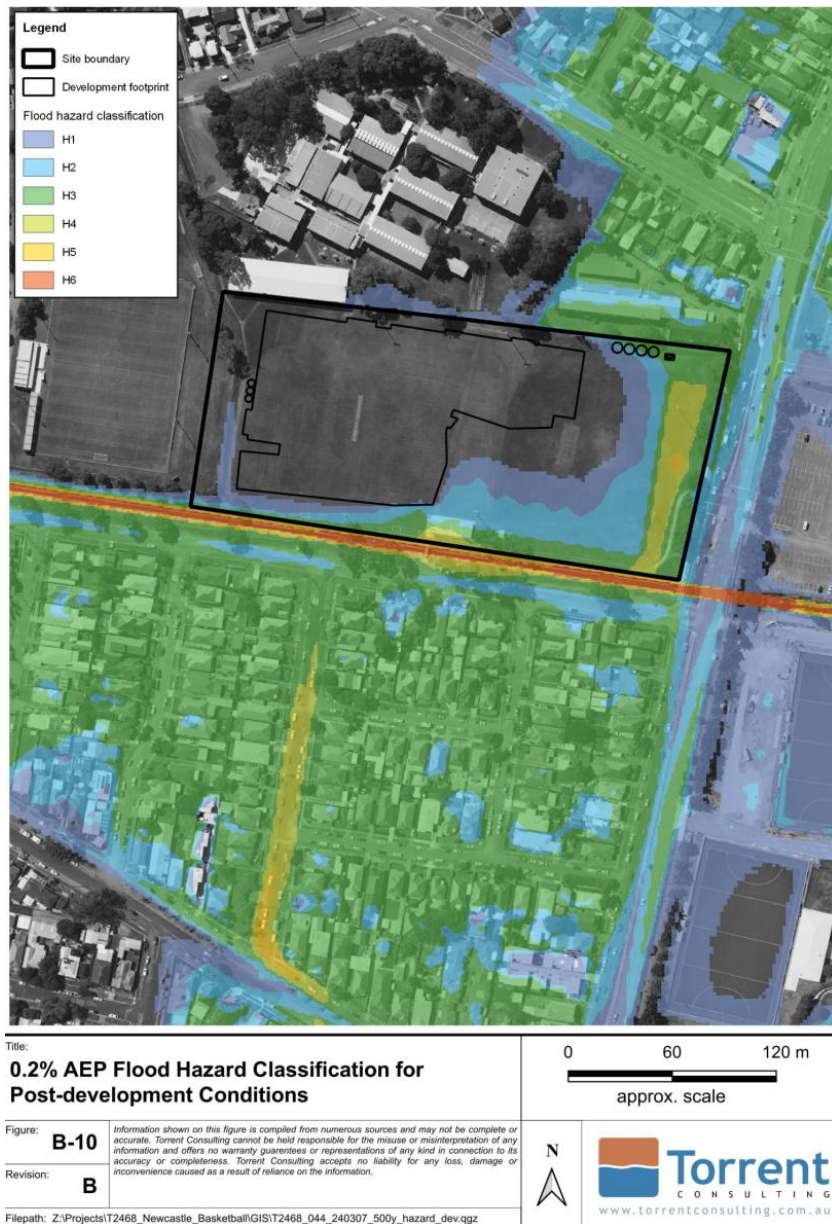


Figure 97 - 1:500 year Flood Hazard Classifications Post-Development (max. H2 classification – lighter blue)

City of Newcastle (CoN) – Council

Bus Sweep Paths (Memo dated 25th Sept. 2025)

Bus swept paths – CN previous advice identified the modelled 14.5m long rigid bus vehicle swept path conflicts with the designated pick-up / drop-off and bus parking areas. We note this conflict remains in the amended civil plans. To minimise onsite conflicts, reduce congestion and improve overall traffic safety we recommend the car park layout be amended to remove this conflict. We have provided an appropriate condition in our schedule of recommended conditions.

EJE RtS2 Response

*Refer to the previous comments above under DPHI Key Issue – Traffic – 2 (g).

City of Newcastle (CoN) – Council

Pedestrian/Cycle Network Impact (Memo dated 25th Sept. 2025)

a) *Cycleway Alignment – CN notes the development has been amended to no longer impact on the existing approach /departure alignment of the major east/west cycleway at Turton Road. **This amendment is supported.***

EJE RtS2 Response

*Noted & no further comments required.

b) *Grade separated cycle /pedestrian bridge – We also note future transport planning by TfNSW in association with CN's Broadmeadow Place Strategy propose a grade separated cycle /pedestrian bridge crossing at Turton Road. While planning is in the early stages, an adequate area will be required for the bridge landing in the south/eastern corner of the site. **CN notes the revised layout maintains a clear area in the south /eastern corner of the site that should facilitate a future bridge landing.***

EJE RtS2 Response

*Noted & no further comments required.

c) *Cycle / pedestrian corridor – CN's previously advised a 10m wide corridor is required along the southern boundary of the site from the top of the existing Hunter Water Board channel to accommodate the future upgrade of the major east/west cycleway. We note the amended development appears to encroach on this corridor with a proposed concrete pedestrian pathway and landscaping. **CN recommends the applicant be required to maintain a 10m corridor clear of any HISC infrastructure. We provide an appropriate condition in our schedule of recommended conditions.***

EJE RtS2 Response

*See updated CoN comments below from the Memo dated 7th Nov. 2025

City of Newcastle (CoN) – Council

Pedestrian/Cycle Network Impact (Memo dated 25th Sept. 2025)

I refer to City of Newcastle's (CNs) letter of 17 September 2025 to the Department of Planning, Housing and Infrastructure (DPHI) providing advice on the 'Response to Submissions and Amendment Report' (Aug 2025) by Urbis Ltd for the State Significant Development Application (SSD-65595459) for the above development. I also refer to the meeting of 21 October 2025 between CN officers and you and other representatives of the applicant's project team to discuss CN's advice concerning the cycle/pedestrian corridor, on site landscaping and fencing.

Following the meeting Dain Greentree of The APP Group requested by email on 23 October 2025 confirmation of his understanding of the advice provided by the CN officers at the meeting (attached), this response provides CNs position on these matters.

EJE RtS2 Response

*Noted & no comments required.

City of Newcastle (CoN) – Council

Pedestrian/Cycle Network Upgrade (Memo dated 7th Nov. 2025)

CN confirms the proposed 10.m wide cycle/pedestrian corridor, while still at a concept stage, is intended to comprise a 3.5 – 4.0m wide cycleway and 3.0 – 3.5m wide pedestrian pathway.

A minimum 1.0m separation will be required along the northern boundary and within the corridor such being suitably landscaped.

Also, consideration of the required buffer between the pathways and the southern channel will need to be incorporated into the corridor.

Following the meeting Dain Greentree of The APP Group requested by email on 23 October 2025 confirmation of his understanding of the advice provided by the CN officers at the meeting (attached), this response provides CNs position on these matters.

EJE RtS2 Response

*The RtS2 drawings (A43 – Proposed Overall Site Plan) has been updated to indicate the requested 3.5m wide future cycleway (shaded in orange) & 3.0m wide future pedestrian pathway (shaded in pink), with a 1m separation between the two.

See Fig.98 below.

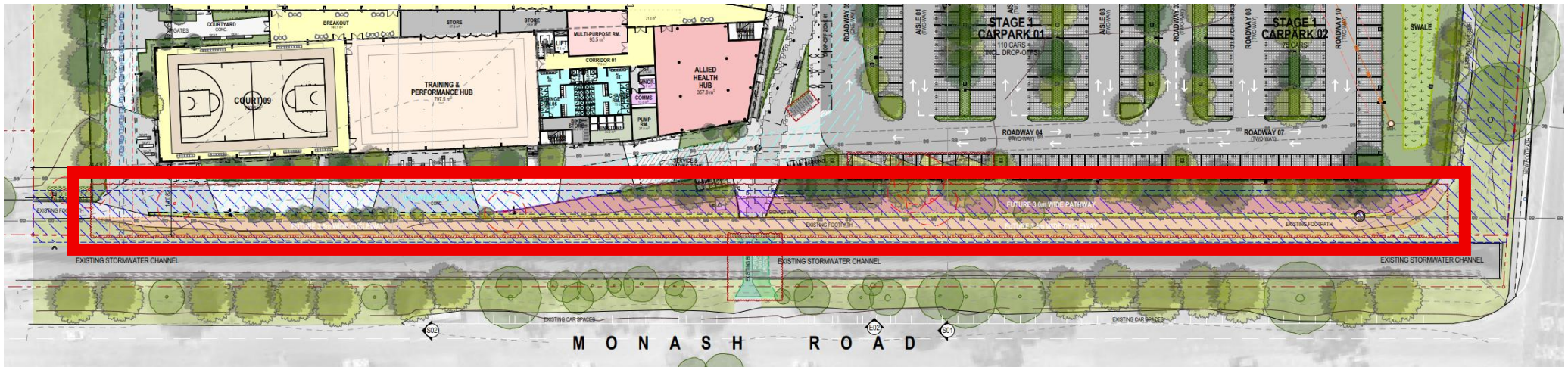


Figure 98 - Future 3.5m Cycleway & 3.0m Pathway

City of Newcastle (CoN) - Council

Fire Truck Access (Memo dated 7th Nov. 2025)

We further confirm no objection is raised in relation to fire appliance access being located within the 10.0m wide corridor, provided it can be demonstrated that such use will not adversely impact on the future uses of the corridor and satisfies all the relevant design standards.

EJE Rts2 Response

*Noted & EJE hereby confirm that the proposed min. 6m wide fire truck accessway to the southern façade portion of the High-Performance Wing, will be an extension of the 3m wide pedestrian pathway (shaded pink on Fig.98 above).

City of Newcastle (CoN) – Council

Green Travel Plan (Memo dated 25th Sept. 2025)

The RSAR is supported by a Green Travel Plan (May 2025) of SECA Solutions to actively promote increased use of sustainable transport modes with targets of around 10% cycle trips for normal weekday operations. CN notes the development however only nominates the provision of 22 secure bicycle parking comprising eight staff and 14 visitors.

This provision is considered insufficient and not consistent with the above plan.

We therefore recommend the applicant be required to amend the development to provide a minimum of 50 secure visitor bicycle parking spaces. We provide an appropriate condition in our schedule of recommended conditions.

EJE RtS2 Response

*Refer to the previous comments above under DPHI Key Issue – Traffic – 2 (i).

Yours faithfully,



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EJE50
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