

Appendix B: Agency Advice Response

Category of Issue	Issue(s) Raised <i>In some cases, content from submissions has been abridged or edited for brevity.</i>	Response/ Action
Department of Planning, Housing and Infrastructure		
Economic, Environmental and Social impacts		
Flooding	Address the comments provided by agencies and Council.	An updated Flood Impact Risk Assessment (FIRA) and Flood Emergency Response Plan (FERP) have been prepared that address agency and Council comment. Refer responses within this table and Section 4.2 of the Response to Submissions (RTS) report.
	Note that the issues raised by the Conservation Programs, Heritage and Regulation Group (CPHR) will need to be addressed as part of the submissions report, not post approval as referenced in the comments.	<p>Noted, CPHR comments have been addressed in Section 7 of the updated FIRA.</p> <p>In summary, in the unlikely event that patrons will be on site within vehicles in a significant flooding event updated design provides rising access from the car park to the building, allowing self-evacuation for patrons to the on-site refuge within the building.</p> <p>Movement of vehicles from the carpark into floodwaters would only occur in flood events exceeding the 1% AEP 2050 condition, with a negligible risk of structural blockage. If mobilisation did occur, vehicles would most likely move north-east into the swale or along the site boundary rather than into Lambton Ker-rai Creek, and this risk is lower than for nearby, more flood-prone residential areas.</p>
	Provide detailed responses to the queries raised by the public throughout the exhibition process.	The key themes within the community submissions have been identified and responded to.

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	<i>In some cases, content from submissions has been abridged or edited for brevity.</i>	Responses have been sought from the project team to address detailed community submissions concerning flooding and traffic modelling. These responses are detailed in Section 4.3 of the RTS.
	Provide solutions to minimise the additional flood level impact of the proposal on the properties along Monash Road, in the 1% AEP and 0.5% AEP events.	<p>Flood mitigation is detailed in new Section 5.2 of the FIRA.</p> <p>The swale that runs north-south along the Turton Road frontage of the Site is the principal flood mitigation measure, improving the efficiency of the floodway located there. Other improvements made to the design include the retention of a 3 m wide buffer zone to the north of the existing shared path that runs along the northern side of Lambton Ker-rai Creek. Whilst the principal function of this buffer zone is to facilitate future widening of the shared path, retaining this as a maintained grass verge and excluding heavier vegetative planting provides a lower resistance to the flow of flood waters.</p> <p>Finally, the inclusion of proposed 300 mm diameter stormwater drainage pipes in the Stage 1 car park into the model helps provide a marginal gain in terms of modelled off-site impacts.</p> <p>The design and model refinements result in a modest improvement to the modelled flood impacts to properties at Monash Road in the 1% AEP and 0.5% AEP events.</p> <p>The average change in 1% AEP 2050 peak flood level was calculated for each individual residential allotment and confirmed to be 10 mm or lower, with none identified as reaching 11 mm.</p> <p>In summary the updated FIRA indicates that the proposed development has no material impact on existing flood conditions across the range of flood events considered (10% AEP up to the PMF event).</p>

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		The amended FIRA presents a reduction in off-site impacts at the PMF event to those presented in the application as lodged and a significant improvement in the flood hazard conditions within the car park.
	The Department refers to the City of Newcastle Council's comment relating to the modelled PMF levels and the filling of floodways. Further information is required to understand the full extent of this impact.	The modelling and assessment of flood impacts at the PMF has been addressed in detail on pages 41-42 within Section 5.4 of the FIRA. Modelling of the PMF is not standard practice as is it highly uncertain. In summary, the modelled consequence of impacts at the PMF event is barely tangible (+60 mm flood level increase in the context of existing flood depths of around 1.5 m) and the probability is virtually zero (the PMF event in this instance representing in the order of a 1-in-10,000,000 AEP). Therefore, the combination of probability and consequence as a risk is negligible.
	The Flood Impact Risk Assessment (FIRA) is to consider the future cumulative impact of the Broadmeadow Place Strategy and the outcomes of the 'Housing the Hunter: a plan for renewal at Broadmeadow – Flooding and Water Cycle Management Report'.	<p>This has been addressed within Section 5.4.2 of the FIRA. The currently adopted FIRA for the Broadmeadow Place Strategy shows a wholesale reduction in peak flood levels at the site, which results in the order of a 200 mm reduction in flood levels across the site and Monash Road area. It is noted that these results rely on the implementation of a suite of works by multiple landowners, including extensive modifications to road levels. The BMP does not identify a timeframe or responsibility for their implementation.</p> <p>When combining the modelled flood impacts of the HISC with the expected outcomes of the Broadmeadow Place Strategy, there will be a significant net benefit to peak flood level impacts in the area surrounding the HISC.</p>
	The Flood Emergency Response Plan (FERP) provides management strategies for the final completed development but must also provide management strategies for the operation of Stage 1. Provide an updated FERP.	A paragraph has been added to the end of Section 4.1 of the FERP to address this. It is noted that measures within the FERP are consistent for both the Stage 1 and Stage 2 development, with the only difference being the amount of floor space area available for flood refuge. The proposed building design therefore adequately meets the flood refuge requirements in practical terms.

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	The FERP must also make clear provision for patrons with disabilities including a solution for wheelchair users. Provide an updated FERP.	An evacuation chair will be available at each of the stair wells within the building to assist site management in the relocation of physically impaired patrons to the upstairs flood refuge area. Reference to this has been added to the end of Section 4.1.2 in the FERP.
	The applicant must consult with the NSW State Emergency Service when preparing the amended FERP. Provide details of any consultation, including feedback.	<p>The project team including Torrent met with SES on 11 November 2025.</p> <p>The purpose of the meeting was to review and discuss the SES advice letter issued in respect of the RTS and Amended Project Report.</p> <p>The discussion included consideration of whether alternative access to the HISC (ie from Womboin) had been considered. A significant amount of consultation was taken concerning the proposed site access with Council and TfNSW agreeing that site access from Turton Road was preferable to locating this off Womboin, a residential road.</p> <p>The engagement with SES informed updates to the FERP eg there were concerns raised from SES about responders wading through floodwaters and this reference has been removed. The updated FERP clarifies the circumstances when the site will be closed due to flooding, confirming the low risk of patrons being on site in a flood event. The FERP also goes into detail to demonstrate that the project provides adequate space to comply with shelter in place guidelines.</p>
Traffic	Address the comments raised by Transport for NSW, Council and Venues NSW.	An updated Traffic Impact Assessment (TIA) and TMP have been prepared that address agency and Council comment. Refer responses within this table and Section 4.2 of the RTS.
	Provide detailed responses to the queries raised by the public throughout the exhibition process.	<p>It is noted that DPHI received further community correspondence following the end of the exhibition period. The detailed comments provided in relation to the SIDRA modelling and TIA are addressed within this table.</p> <p>Bitzios Consulting prepared a Technical Note to address specific traffic-related issues raised by DPHI, TfNSW, and Venues NSW in their reviews of the HISC SSDA.</p>

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		The SIDRA assessment is considered reliable, and no re-survey or model revisions are required despite the data being collected in wet weather.
	Undertake a traffic assessment of the cumulative impacts of the development having regard to the recent approval of a supermarket near the Lambton Road and Turton Road intersection, and the uplift forecast by the Broadmeadow Place Strategy. Department of Planning, Housing and Infrastructure	<p>Future development to the east of the site (Hunter Park Precinct) has been included in the Broadmeadow Place Strategy, adopted by City of Newcastle Council. Whilst this long term planning framework identifies potential network changes these are only at a conceptual level, including new or reconfigured local streets, upgraded walking and cycling crossings, public transport priority measures and changes to access arrangements around major venues. The focus on the strategy is to promote active transport and contained trips with the HISC providing local sporting facilities to compliment the future development.</p> <p>A Woolworths Supermarket development has been approved to the south of the site on Lambton Road east of Turton Road. The impact of this has been reviewed by Bitzios in conjunction with their modelling assessment with the conclusion that the additional traffic in the vicinity of HISC would see no impact on the level of service or materially changing queue lengths for the Turton Road through movements.</p>
	Provide location details of the relocated McDonald Jones Stadium event bus parking.	The MJS event bus parking can continue to be provided on Turton Road for 3-4 buses without impacting the operation of HISC driveway. Consideration could be given to staggering the timetable for these services or otherwise to provide for the balance of the buses to operate from Young Street.
	It is noted the Traffic Impact Assessment (TIA) considers on a typical weekday that the parking demand is accommodated on site. From 4pm the TIA assumes only 10 staff would remain on site freeing up parking for users of the courts. It is unclear how this figure is reached assuming the café/restaurant, health consulting rooms and gym	Café staff in an afternoon/evening would be minimal (typically 2) and gym attendance (not open to the public) would be associated with team training and does not require staff. Initial arrivals at 4pm, associated with junior players, would coincide with administration staff and allied service personnel leaving. There would be two operational staff on site during afternoon/evenings with an additional be 1- 2 allied health on site for evening appointments. The expected evening staffing numbers are below the 10 staff anticipated and assessed in the

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	<p>would still operate during the peak afternoon/evening period.</p>	<p>TIA. Further, this estimation makes no provision for those who choose active transport to travel to and from the facility.</p>
	<p>Identify on plan, the location of parking for 22 seat coaster buses as referred to in the TIA.</p>	<p>The car park can accommodate mini bus parking. The space for 4x 22-seater mini-buses are shown on the Proposed Site Plan (EJE drwg A43).</p> <p>These spaces are generally intended for use by school groups during typical school hours, when the car parking spaces aren't required for use.</p>
	<p>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.</p>	<p>The swept paths shown by Groundswell (refer to drwg DA-980-01,) 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.</p> <p>When leaving 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.</p> <p>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. 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.</p>

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	<p><i>In some cases, content from submissions has been abridged or edited for brevity.</i></p>	<p>Based on the above, it is considered the design provides safe and practical access, circulation, and egress for buses.</p>
	<p>Clarify how the parking rate of 3-4 patrons per vehicle for events was arrived at. Note that Council has used a lower per vehicle occupation rate in their assessment.</p>	<p>The car occupancy was provided as a range of 3 -4 people per vehicle based on the professional judgement of the project traffic consultant, SECA Solution.</p> <p>The Newcastle DCP nominates a rate of 1 space per 3 visitors/seats for entertainment and community centres, 1 space per 4 seats for Places of Worship, 1 space per 5 seats for a restaurant or café and merit-based assessment for recreation facility. The parking rate of 3-4 patrons per vehicle was also applied in the Hillsborough Basketball site TIA.</p> <p>The rate of 1 car space per 3 patrons would represent a conservative rate without site specific considerations relevant to the HISC, including access to public transport, Uber/taxi drop off, being dropped off by families or friends given the convenience of the facility within the centre of the Newcastle area and again for these larger events shared travel with groups including families attending together.</p> <p>Car occupancy rates increase when parking is constrained as will occur during larger events, as does the use of alternate travel options. Similarly higher car occupancy occurs when events are licensed eg horse racing events and concerts. On this basis the 3-4 patrons per vehicle is considered a valid rate.</p>
	<p>Bicycle parking is to be increased to better align with the proposed patron numbers and minimise reliance on vehicles.</p>	<p>28 extra bicycle spaces have been added, providing a total of 42 external bike spaces, and 8 internal bike spaces. These are located as follows:</p> <ul style="list-style-type: none"> ▪ Two (2) extra bike spaces have been added to the previous bike area. ▪ Ten (10) extra bike spaces added near the motorbike parking <p>Sixteen (16) extra bike spaces have been added near the promenade internal roadway crossing</p>

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	<p>The table on page 37 of the TIA relating to parking during small, medium and large events refer to 231 parking spaces on-site. Clarify if the remaining parking spaces are reserved for event staff.</p>	<p>The car park provides 231 spaces plus 9 drop off spaces.</p>															
	<p>Clearly articulate anticipated parking requirements for each event.</p>	<p>The parking requirements for each event are set out in the following table:</p> <table border="1" data-bbox="1057 563 2033 895"> <thead> <tr> <th>Persons attending</th> <th>Parking requirement (3 X PAX per vehicle)</th> <th>Parking location</th> </tr> </thead> <tbody> <tr> <td><690</td> <td>230</td> <td>Parking on site</td> </tr> <tr> <td>690 - 1,100</td> <td>567</td> <td>Parking on Site and off site</td> </tr> <tr> <td>1,100 - 1,700</td> <td>567</td> <td>Onsite managed and on-Street</td> </tr> <tr> <td>1,700 - 2,500</td> <td>834</td> <td>Onsite managed and on-Street</td> </tr> </tbody> </table>	Persons attending	Parking requirement (3 X PAX per vehicle)	Parking location	<690	230	Parking on site	690 - 1,100	567	Parking on Site and off site	1,100 - 1,700	567	Onsite managed and on-Street	1,700 - 2,500	834	Onsite managed and on-Street
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	<p>For events, the TIA relies on access to informal public parking along Monash Road. Provide evidence of parking availability during peak periods, having regard to other events at McDonald Jones Stadium, the Newcastle Hockey Centre and regular local club events such as cricket or soccer in the vicinity of the site.</p>	<p>The TMP includes a map of identified parking zones within a 1.5km walk of the HISC site. This map excludes the McDonald Jones Stadium carpark, as well as street parking directly outside residences to ensure a thorough assessment of alternative parking solutions. The nearby on-street parking has been assessed as sufficient for the requirements of a Scenario 1c and Scenario 1d (the maximum attendance for events occurring at HISC). The parking counts undertaken for the TMP illustrate that there is sufficient alternative on street parking available within 1.5km if the Monash Road parking is being used for regular local club events such as cricket or soccer in the vicinity of the site.</p> <p>If there is an event at Mc Donald Jones stadium, it is acknowledged that free parking closest to the stadium will be occupied earl, including the spaces on Monash Road. If there is event occurring at MJS or another close by venue resulting in a combined patronage of between 2500 and 5000 pax at one time</p>															

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	<p>Following comments received from Venues NSW, update all documentation including the TIA and the Traffic Management Plan to remove references to the use of parking at McDonald Jones Stadium and provide an alternative solution for this loss.</p> <p>During a large or high-impact event, the Traffic Management Plan also relies on parking at Richardson Park, Wanderers Oval and Newcastle Entertainment Centre. It is noted these areas cannot be used for parking in wet weather. How would this be managed? Department of Planning, Housing and Infrastructure 4</p>	<p>(Scenario 2d) additional traffic controls within the TMP will be triggered. These will include directing patrons to managed all weather parking areas.</p> <p>The TMP confirms that it does not rely on the use of the MJS car park. The TMP includes a map of identified alternative parking zones within a 1.5km walk of the HISC site. This map deliberately excludes the McDonald Jones Stadium carpark. The nearby on-street parking has been assessed as sufficient for events occurring at HISC. These spaces are not weather-dependent.</p>
<p>Traffic – additional RFI 3 November 2025</p>	<p>1. As has been raised in a number of submissions and confirmed by rainfall data, the traffic surveys were undertaken during a significant rainfall event. It is also noted that the SIDRA technical note identified limitations with camera coverage and video quality. The Department requires a sensitivity analysis be undertaken, to address these issues and confirm the traffic counts are representative of traffic conditions in the area.</p>	<p>Bitzios Consulting prepared a Technical Note to address specific traffic-related issues raised by DPHI, TfNSW, and Venues NSW in their reviews of the HISC SSDA</p> <p>To test whether the survey data used for the SIDRA model was materially different to a typical fine weather Saturday, Sydney Coordinated Adaptive Traffic System (SCATS) data was obtained for an alternative date in 2024. The comparison indicated higher Turton Road through volumes on the fine-weather Saturday relative to the surveyed Saturday. This increase factor was applied to the surveyed data and model. This did not significantly change the operating performance of Turton Road through traffic in the Saturday peak hour.</p> <p>As noted in Section 3.4 of the Technical Note Bitzios Consulting tested whether the surveyed Saturday traffic data was representative by comparing it with SCATS data from a fine-weather Saturday in 2024. While higher Turton Road through volumes were identified on the fine-weather day, applying this uplift to the SIDRA</p>

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	<p>2. Discrepancies have been identified in the SIDRA technical note as Table 4.5 does not accurately reflect the data from the individual tables (Tables 3.4, 3.5 and 3.6). Therefore, an accurate representation of the base case vs project case traffic is not provided. The technical note and modelling are to be reviewed and corrected.</p>	<p>Bitzios has clarified that this inconsistency occurred because the Technical Note was updated several times following TfNSW review comments. Although the underlying SIDRA outputs were updated correctly, one consolidated summary table was inadvertently not revised to match the final set of peak-period tables.</p> <p>Version 005 supersedes Version 004 and addresses this oversight to ensure the consolidated Base vs Project comparisons match the underlying peak-period outputs. The correction affects only the reported tables. The SIDRA model inputs remain unchanged, and the modelling conclusions are unaffected.</p>
Social Impact	<p>The documentation including the Socio-Economic Impact Assessment (SEIA) is to be revised to address the following:</p>	<p>Noted. Refer below</p>
	<p>The issues raised by the public in the exhibition of the amended application.</p>	<p>Comments in response to social impacts identified by the community are provided in Section.4.3 of the report.</p>
	<p>Explore how the ovals are used by surrounding residents and the general public in their day to day lives, including outside of formalised sports, and provide details of any impacts arising from the loss of ovals and how they would be mitigated.</p>	<p>As identified in Section 3.4 of the RTS The Lambton Open Space Visitation Report explored the use of WBO relative to other areas with a focus on local residents during likely passive recreational periods. The report identified that the majority of local residents already use other open spaces, particularly Ford Oval more frequently than WBO. Weekend visitation was comparably low compared to</p>

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	<i>In some cases, content from submissions has been abridged or edited for brevity.</i>	usage of Ford Oval and Harker Oval. Alternative areas of open space are available within 500m. In addition, the public domain and landscaping around the HISC will still be available for passive recreation.
	Make it clear in the SEIA if alternative open space arrangements are gated, locked or require membership and how this would affect the community.	There is approximately 120,000sqm of alternative open space in the precinct across the four ovals, 93,000sqm of which is ungated and accessible to the general public. The only area that has restricted access is Authur Eden Oval which represents 25% of the open space in the precinct. The adjoining Ford and Kentish ovals are not gated or locked; and Harker Oval is fenced but gates are not locked.
	Discuss the impact on the cost for the community to use the HISC compared to accessing free public open space.	Entry to the HISC will be free during opening hours for spectating or socialising. Public domain and landscaping around the HISC will be free to access with areas of incidental seating provided for passive enjoyment of the space. The surrounding pathways will remain open for pedestrian and cyclist movement. If visitors wish to play indoor sports or join a team there will be membership or access fees associated with this.
	Address the impact of the development on the Lambton High School noting the existing ovals are used for their outdoor curriculum, particularly following completion of the entire development.	<p>The HISC project team has been provided information from Lambton High School regarding times the ovals are used and the type of activities conducted.</p> <p>The HISC proposal retains existing pathways, maintaining walking and cycling connections. Two western courts will provide Lambton High School with secure access to over 2,000 m² of all-weather space during school hours, with the ability to separate these areas from the wider facility.</p> <p>The following are alternative open space opportunities for Lambton High School:</p> <ul style="list-style-type: none"> ▪ Ford Oval – Approximately 250m from the high school. It is a full-size cricket oval (turf wicket) used in summer by Western Suburbs Cricket Club and a full-size sized rugby league field (fully posted with 15m posts) used in the winter months by Western Suburbs Rugby League Club, with all organised

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sport usage outside of school hours. Ford Oval has an amenity building that has public toilets attached that can be used by the school.

Arthur Edden (upper training area only) – Council has confirmed that they will engage with stakeholders and investigate the potential for use of this space by Lambton High School during school hours. If available, access to this area would entirely negate the impact of any loss of access to Wallarah Oval for LHS for the purpose of its outdoor curriculum.

Provide consideration of the impacts of any gap in services provided to existing users including sports teams awaiting relocation.

Council is progressing the required infrastructure upgrades and has committed to delivering them regardless of the HISC development application, ensuring no disruption to sporting groups. No service gaps are expected for existing users, including relocating sports teams. Project timelines will see all infrastructure completed by September 2026. Refer details in **Table 1** below.

Table 1 Sporting groups and planned relocation

Club	Existing Ground	Proposed Ground	Infrastructure Required
Lambton Jaffas FC	Walarah Oval 1 and 2 Blackley Oval	Johnson Park (For training and games)	Amenities Drainage Floodlights
Newcastle Cricket Zone (Senior and Junior)	Blackley Oval (Local Turf) Walarah Oval 1 and 2 (Local Synthetic)	Hexham Park, Hexham Hudson Park Upper, Kotara	Upgrade existing turf wicket Synthetic Wicket
Newcastle Football Association	Walarah Oval 1 and 2	Tarro Park	Floodlights Amenities - No.1
Lambton High School	Walarah Oval 1 and 2 Blackley Oval	Ford Oval Kentish Oval 1 Kentish Oval 2	N/A

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	Address impacts on the way of life for surrounding residents as a result of traffic and car parking in surrounding streets.	Residents living close to the site will already be subject to traffic from Turton Road (being a key thoroughfare through Newcastle) and also to parking related impacts arising from the proximity of MJS. It is incorrect to state that the proposal will result in new impacts of this type. The Applicant has prepared a comprehensive TMP in conjunction with MJS to manage parking provision for the proposal. The TMP has shown that there is sufficient parking available within the wider precinct to accommodate the parking demands of all the HISC events. Where there are larger events occurring at MJS, or events occurring simultaneously the TMP triggers additional management measure including the use of shuttle buses and event buses.
Loss of Open Space	Provide further information on the status of the relocation of teams currently operating from Wallarah and Blackley Ovals.	Refer to Table 1 above which sets out the relocation of teams currently using Wallarah and Blackley Ovals to alternative locations.
	Provide further information on the status of open space provision for Lambton High School.	As above.
Built Form and Urban Design	Respond to the comments provided by the State Design Review Panel.	The project architect EJE has prepared a detailed response to the SDRP feedback provided on the originally lodged SSDA. Additional responses 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. These are discussed below
	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.	The carpark incorporates landscape zones and WSUD principles facilitating passive drainage of the carpark. All car parking spaces in the carpark (except accessible spaces), have been amended to be of a permeable paving surface finish.

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	<p>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.</p>	<p>The facility is necessarily internalised due to its stadium function. Notwithstanding, the design incorporates substantial external and internal glazing and louvres to support passive surveillance and permeability. The southern façade facing Monash Road is largely glazed or permeable at ground level, with this approach clarified through additional drawings and updates in the first RTS.</p> <p>Activation of the façade facing Monash Road is constrained by existing infrastructure and landscape buffers. Further permeability would conflict with Council requests for increased landscape screening. It may result in adverse acoustic impacts.</p>
	<p>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.</p>	<p>The external façade was revised during RtS1 to address SDRP comments, with greater articulation introduced through stepped parapets and varied vertical planes to create visual interest and reflect the project's rock-face design concept. These changes were documented in the amended Design Report and additional drawings, showing the progression from the original SSDA to RtS2. Ground-level fenestration was also increased to strengthen indoor-outdoor connections. For RtS2, more upper cladding profile has been refined to a recessed grooved system to reduce maintenance, while retaining the same colour selection.</p>
	<p>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,</p>	<p>The carpark incorporates landscape zones and WSUD principles facilitating passive drainage of the carpark. All car parking spaces in the carpark (except accessible spaces), have been amended to be of a permeable paving surface finish.</p> <p>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, in order to maximise landscape areas & rain-garden opportunities, as part of the overall WSUD strategy.</p>

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	sustainable materials, and aligning the project with NSW's Net Zero Plan.	Apart from 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 parking beneath the building was assessed and discounted 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).
Noise	The operational noise assessment undertaken in the Acoustic Assessment report is to be updated to accurately reflect the façade materials proposed.	The Acoustic Assessment prepared by RAPT has been updated to reflect the developed façade design, including the incorporation of operable louvres. The assessment indicates that where there may be potential for marginal exceedances of project noise trigger levels in certain reasonable worst case scenario conditions, site management measures can be applied and project noise trigger levels can be complied with. Mitigation measures proposed with the EIS would be acceptable to manage any residual noise impacts associated with the amended proposal.
Other Matters	The Department notes that a number of other matters have also been raised by agencies and submitters including Heritage NSW, Venues NSW and Council. All comments are to be addressed in detail as part of the submissions report	Noted, see below.
Transport for NSW		
Traffic	1. Site Access Strategic Design a. TfNSW has reviewed additional information supplied by the applicant. TfNSW advises that the proposed driveway location can be maintained with a left-in/leftout access arrangement and	Noted.

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	<p><i>In some cases, content from submissions has been abridged or edited for brevity.</i></p> <p>installation of appropriate 'Left only' regulatory signage for exiting vehicles</p>	
	<p>Traffic Modelling</p> <p>a. As the access location has been agreed upon, TfNSW will commence review of the updated modelling comments provided by the applicant on 18 November 2024.</p>	<p>Noted.</p>
	<p>3. Plan 250106-DA-030-01 Rev 3</p> <p>The plans should be updated to include the following;</p> <p>a. Remove any references to a left turn lane into the site access.</p> <p>b. Amendment of the 'No Stopping' signs and additional added as per sketch below. Alternatively, use of the NS1 line marking may be more practical and reduce the number of no stopping signs required.</p> <p>c. The small painted island at the driveway entrance impacts the on-road cycle area and should be pushed back into the driveway layback area.</p> <p>d. A left only sign and pavement arrow should be installed in the driveway layback for exiting traffic.</p> <p>e. No U-turn signage should be installed on the central median at the intersection with Monash Road to deter this movement.</p>	<p>The civil plans have been updated to include the suggested signage.</p>

Category of Issue	Issue(s) Raised	Response/ Action
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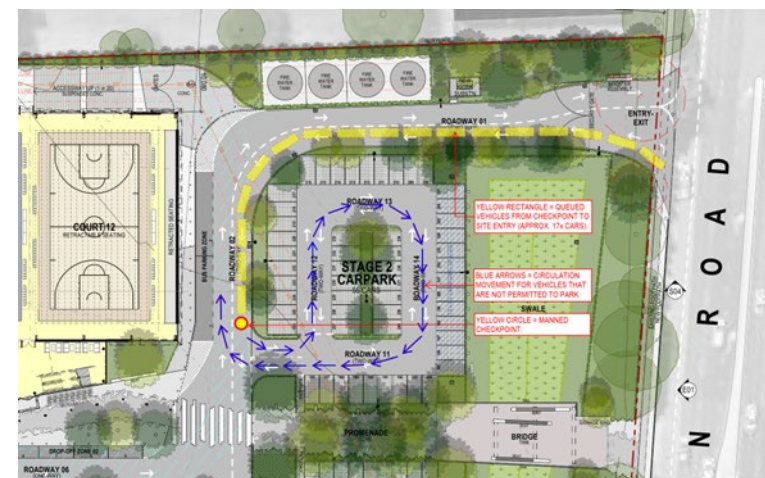
In some cases, content from submissions has been abridged or edited for brevity.

Traffic Management Plan

- 4. Traffic Management Plan (TMP)
 - a. The TMP Section 17.2 notes the Lane Closures Controls will include car park closure, no left turn and boom gate. As noted in the TfNSW response dated 18 November 2024, boom gates or manned entry would likely create queuing onto Turton Road and would not be supported.
 - b. Traffic Guidance Scheme TGS4004.DFT V01.2025 – Turton Rd (NISC Car Park) – Lighttower Location: It is recommended that a new development have appropriate lighting to cover all events without the use of temporary lighting. A lighting strategy should be developed.

The TMP does not propose to use boom gates. A check point will be located within the carpark – this is located at 'Checkpoint One' as shown in **Picture 2** below. The location of the control point provides for sufficient vehicle queuing space within the site for seventeen (17) cars. The design of the car park allows for cars without a valid permit to circulate within the Stage 1 carpark and then exit the site. Access to the car park is therefore not anticipated to result in vehicles queuing outside the site or causing delays to the road network.

Picture 1 Car park check point



A lighting plan has been developed for the proposal which addresses lighting to be employed for wayfinding and safety around the site. However, temporary lighting for events is required to be brighter than that used for day to day operations. This brighter lighting will only be employed when required.

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Events	<p><i>In some cases, content from submissions has been abridged or edited for brevity.</i></p> <p>5. Events</p> <p>a. All events must be managed in accordance with the TfNSW Guide to Traffic and Transport Management for Special Events.</p> <p>b. Further consideration should also be given to impacts of this proposal on other existing developments, including existing events within the precinct, to ensure relevant collaboration and co-ordination is undertaken to mitigate cumulative impacts on the transport network.</p>	<p>A TMP has been prepared with reference to the TfNSW Guide to Traffic and Transport Management for Special Events. The TMP will be a live document to be updated following determination and to address the requirement of co ordination with other events.</p>
Green Travel Plan	<p>6. Green Travel Plan (GTP)</p> <p>a. Any GTP should include a Travel Access Guide (TAG) to promote implementation and encourage the use of the services and facilities provided. Reference can be made to the document – How To Create A Travel Access Guide.</p> <p>b. The reviewed GTP does not me include wayfinding signage for existing public transport hubs and distance/routes to those hubs.</p>	<p>Given ongoing changes to wayfinding tools eg google maps, AI etc the development of a TAG at this point in time is considered premature. Instead a suitable online TAG will be developed as a condition of consent for OC.</p> <p>A suite of wayfinding signage can also be prepared post determination in consultation with CN to co ordinate with other signage in the precinct.</p>
State Emergency Services (SES)		
Flooding	<p>The NSW SES recommends that consideration of flooding issues is undertaken in accordance with the requirements of NSW Government’s Flood Prone Land Policy as set out in the Flood Risk Management Manual 2023 (the Manual) and supporting guidelines, including the Support for Emergency Management Planning and relevant</p>	<p>These documents were used as reference documents during the preparation of the FIRA and the FERP.</p>

Category of Issue	Issue(s) Raised	Response/ Action
	<p data-bbox="421 331 1034 399">In some cases, content from submissions has been abridged or edited for brevity.</p> <p data-bbox="421 331 1034 399">planning directions under the Environmental Planning and Assessment Act, 1979.</p> <p data-bbox="421 427 1034 638">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.</p> <ul data-bbox="421 646 1034 1069" style="list-style-type: none"> • 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. <p data-bbox="421 1101 1034 1236">• Support the approach of early closure of the site ahead of the weather event, particularly given the flash flooding nature of the local catchment that would provide insufficient opportunity to evacuate.</p> <p data-bbox="421 1268 1034 1372">Recommend referring to the considerations in the Shelter in Place Guideline (DPHI, 2024, including the considerations for the refuge area design</p>	<p data-bbox="1057 427 2027 678">Alternative siting options for entry and exit points were considered in the preliminary concept master-planning phases. Vehicle access off Womboin Road was considered and reviewed and it was considered unviable due to resultant increase in traffic to Womboin Road and likely associated impacts to adjoining properties. Providing access from Turton Road was supported by TfNSW and Council and considered to provide the best access point to the site, allowing emergency services to directly access the site from a main arterial road.</p> <p data-bbox="1057 694 2027 790">The existing pedestrian access from the west of the proposed facility to Womboin Rd, is proposed to be maintained. This path can provide emergency egress for pedestrians if required, although vehicular emergency access isn't practicable.</p> <p data-bbox="1057 1101 2027 1165">Early closure of the HISC has now been referenced in the first bullet point of Section 7 in the FIRA and Section 1.3 of the FERP.</p> <p data-bbox="1057 1268 2027 1332">The 'Shelter in place guideline for flash flooding' has been referred to in the preparation of the FIRA and the FERP.</p>

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	<p data-bbox="421 252 981 316"><i>In some cases, content from submissions has been abridged or edited for brevity.</i></p> <ul data-bbox="421 343 1019 686" style="list-style-type: none"> <li data-bbox="421 343 1019 486">• Recommend removing any reference to people wading through floodwater from the FERP. Evacuation must not require people to drive or walk through flood water. <li data-bbox="421 510 1019 686">• 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. 	<p data-bbox="1052 343 2033 406">Section 7 of the FIRA and Section 1.3 of the FERP have been updated to remove this reference.</p> <p data-bbox="1052 510 2033 798">A structural flood assessment has been prepared by Northrop to address concerns regarding the suitability of the proposed building structure to withstand flood impacts. A site-specific Geotechnical report prepared by Kleinfelder, dated 23rd November 2023, envisaged that the building structure will be supported on piles founded in the medium dense sands at a depth in the order of 8m below existing ground level. The proposed HISC is likely to consist of reinforced concrete slab on the ground with concrete block subfloor. Structural Steel portal frames with metal cladding will form the basis of the superstructure.</p> <p data-bbox="1052 813 2033 917">Based upon available geotechnical information, the combination of concrete slab on ground supported on piles will provide high resistance to the potential impacts resulting from flooding.</p> <p data-bbox="1052 933 2033 997">In summary, Northrop’s review of the DA documentation, relevant flood impact assessments and the site specific geotechnical report identify that:</p> <ul data-bbox="1052 1013 2033 1204" style="list-style-type: none"> <li data-bbox="1052 1013 2033 1077">▪ The building structure is proposed to be constructed using flood resistant materials. <li data-bbox="1052 1093 2033 1204">▪ The adoption of reinforced concrete elements for the ground floor slab and footings will provide a robust structure that is highly resistant to the likely impacts of floodwaters. <p data-bbox="1052 1220 2033 1316">The assessment concludes that the proposed building structure can be designed to resist the expected forces from floodwaters and remain structurally adequate in the event of flooding.</p>

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	<p><i>In some cases, content from submissions has been abridged or edited for brevity.</i></p> <ul style="list-style-type: none"> • Recommend seeking advice from NSW Department of Climate Change, Energy, the Environment and Water (DCCEEW) regarding the impacts of the proposed development on flood behaviour at the site and neighbouring and downstream properties, particularly as the proposal includes significant fill within the floodplain 	<p>CPHR has been formally consulted as part of SSD process and provided comments. CPHR comments on the SSDA related to the danger of patrons being trapped in cars and vehicles being washed away in floodwater. These are addressed in Section 4.1.1 of the RTS.</p>
	<p>In existing conditions, a small part in the northeastern corner of the site becomes impacted by flooding (less than 0.2 metres peak) as frequently as 10% Annual Exceedance Probability (AEP) events, however, site vehicular access (onto Turton Road) would be cut in these frequent events, and therefore access/egress and evacuation would be restricted.</p> <p>In a 1% AEP the eastern half of the site becomes inundated with flood depths peaking around 1 metre depth and H3 flood hazard level, with the higher flood depths and hazard level around its vehicular access/egress point. It is understood that in post-development conditions some of the flood flows are captured within the proposed swale (that can see flood depths in excess of 2 metres in a 1% AEP event), however the site access/egress remains impacted by H3 hazard level flooding which is unsafe for people and</p>	<p>This has been thoroughly considered and documented within the FERP and is the basis for the layered safety measures put in place to manage the level of risk exposure accordingly. The FERP has been peer reviewed by the foremost authority on flood emergency management within the private sector in Australia. The PMF inundation duration analysis in the Broadmeadow Place Strategy FIRA confirms that the Site and surrounds are subject to inundation periods of 6-9 hours. This has now been referenced in the fifth bullet point of Section 7 and in Section 1.3 of the FERP. The combination of scenarios that would lead to the building being used for flood refuge with less than a 2 m² per person floor space area available at any stage of the development is rarer than a 1-in-30,000,000 AEP. The proposed building design therefore adequately meets the flood refuge requirements in practical terms.</p> <p>This has also been addressed in Section 7 and in Section 1.3 of the FERP.</p>

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	<p data-bbox="421 252 981 316"><i>In some cases, content from submissions has been abridged or edited for brevity.</i></p> <p data-bbox="421 331 533 363">vehicles.</p> <p data-bbox="421 403 1037 762">In a Probable Maximum Flood (PMF) event, almost the entire site becomes inundated with flood depths that can exceed 2 metres and flood hazard peaking at H4 - H5, noting that in both existing and post-development conditions, the site's vehicular access/egress onto Turton Road is cut by H5 hazard level flooding.¹⁰ It is understood that the building ground floor is expected to become flooded in a PMF event, with a depth of around 0.5 metres.</p> <p data-bbox="421 802 1003 938">The duration of isolation is anticipated to be less than six hours, based on the critical duration design events, however this has not been demonstrated in the current report.</p> <p data-bbox="421 978 1025 1265">We note that the FERP acknowledges that "the provision of space and toilets is slightly less than recommended in the Australian Red Cross guidelines," with the nominated flood refuge area on the first-floor level of the building, providing an "available floor area of around 2400m², the Flood Refuge can accommodate up to 2500 people potentially present on the Site."</p>	<p data-bbox="1055 1297 1995 1361">Section 3.2 of the FERP has been updated to reiterate that the BOM/SES is the primary source of flood warning and that this is an additional layer of warning.</p>

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	<p><i>In some cases, content from submissions has been abridged or edited for brevity.</i></p> <p>possible to Womboin Road, albeit by wading through medium hazard flood waters." Floodwaters should not be entered, particularly by school children who are particularly vulnerable to the hydraulic hazards and potential debris and contaminants.</p> <p>Further, it is noted that <i>"An on-site flood warning system monitors the water level within the swale area at the front of the Site adjacent to Turton Road. Once the water level reaches a sufficient height to compromise egress from the Site (7.8 m AHD), an alarm will be activated inside the building. This enables a remotely operated boom gate to be closed, preventing vehicular egress from the Site. A second alarm will be activated if the water level in the swale continues to rise to a level high enough to initiate flooding within the car park (8.2 m AHD). This provides sufficient time to relocate people to the first floor of the building prior to any potential (albeit extremely unlikely) internal inundation of the building."</i> While the NSW SES does not advise against having the on-site water level sensors as an additional layer for warning, we would like to emphasise that the Bureau of Meteorology (BOM) and NSW SES official warning products must be the primary source of truth to trigger evacuation from/closure of the site and these official warnings will override any</p>	<p>The reference to the boom gate has been updated to a manually operated hinge bar gate The</p> <p>The emergency response is to shelter in place, not enter floodwaters. The . Reference to wading through floodwater has been removed from the FERP.</p>

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	<p><i>In some cases, content from submissions has been abridged or edited for brevity.</i></p> <p>indication/decision made by the site Flood Wardens based on the on-site flood level sensor indications. We appreciate that the FERP acknowledges that “any flood response directive issued by the SES or by delegated authority to others acting on its behalf must be followed by BANL staff and visitors. This includes any order to evacuate the Site or not evacuate the Site, irrespective of what decisions have been made by management in accordance with this FERP.”</p>	
<p>Conservation Programs, Heritage and Regulation Group</p>		
<p>1. Flooding – people trapped in vehicles</p>	<p>The Flood Emergency Response Plan (FERP), prepared by Torrent Consulting, June 2025 has not adequately addressed CPHR’s concerns that people may become trapped in vehicles during extreme flood events, where flood depths in the car park can exceed 2m.</p> <p>The FERP acknowledges the dangers of people remaining in their vehicles and proposes that all people should relocate to the stadium. However, it is not clear how the chief warden could know if people are in vehicles or how they could communicate with them.</p> <p>Recommended action: Assess the risk of people becoming trapped in their cars during a major flood event.</p>	<p>CPHR comments have been addressed in Section 7 of the updated FIRA. It concludes that the risk of people being trapped in vehicles is minimal and acceptable.</p> <p>In summary, in the unlikely event that patrons will be on site within vehicles in a significant flooding event updated design provides rising access from the car park to the building, allowing self-evacuation for patrons to the on-site refuge within the building.</p> <p>Movement of vehicles from the carpark into floodwaters would only occur in flood events exceeding the 1% AEP 2050 condition, with a negligible risk of structural blockage. If mobilisation did occur, vehicles would most likely move north-east into the swale or along the site boundary rather than into Lambton Ker-rai Creek, and this risk is lower than for nearby, more flood-prone residential areas.</p>

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2. The risk of cars becoming mobile and blocking drains	<p>The Flood Risk Impact Assessment, prepared by Torrent Consulting has not assessed CPHR’s concerns of cars becoming mobile and blocking drains.</p> <p>Recommended action: Evaluate the risk and potential impact to property and life upstream of the stadium from vehicle-related blockages of channels and culverts.</p>	Only in flood events exceeding the 1% AEP 2050 condition will present a risk to vehicles within the car park becoming mobilised. It is highly unlikely that vehicles would be present on site during such an event and the risk of structure blockage associated with the mobilisation of vehicles within the site is negligible.
Hunter Water		
Stormwater	<p>Hunter Water will not permit the existing culvert to remain in its current location and the development to build over it. It is critical that the proponent ensures that the realignment of this stormwater culvert around the amended development footprint is technically feasible.</p>	The development proposes the realignment of the culvert to ensure the asset is not built over. As above, the existing grades are generally maintained and a culvert long section has been provided as part of the revised civil package.
	<p>Apart from the matter above, there is no material change to the advice provided in our EIS advice dated 14 November 2024 (HW Ref: 2017-1215/18/73). Notwithstanding this, Hunter Water restates the request for the inclusion of the following conditions of consent for the project:</p> <p>1. The proponent is required to submit an application for Development Assessment (Section 50) for each stage of the proposed development in accordance with Section 49 of the Hunter Water Act 1991 (the Act) via the Hunter Water Self Service</p>	Noted – the Applicant accepts these as conditions of consent.

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	<p>Portal (https://selfservice.hunterwater.com.au/).</p> <p>2. A Compliance Certificate will be issued under Section 50 of the Act for each stage of the proposed development once Hunter Water's specific requirements have been satisfied, and this Compliance Certificate must be submitted to the Principal Certifying Authority before a Construction Certificate is issued.</p> <p>3. The proponent is responsible for ensuring that any development staging is clearly defined in the development consent to allow the release of Section 50 Compliance Certificates for each development stage and, if required, the associated staged delivery of water and sewer infrastructure.</p>	
FRNSW		
No Comment		N/A
Heritage for NSW		
Aboriginal Cultural Heritage	<p>Heritage NSW provided comment on the EIS, requesting further information on the potential for subsurface archaeological material and investigation on creek lines from the late 19th to early 20th centuries. The AC HAR and AA TR have been updated in response to the proposed Amendment. These documents outline that there is an additional site in the vicinity of the project area and in the same soil landscape. The</p>	<p>Artefact has revised the ATR and ACHAR to account for the additional sites identified and note that the stratigraphy from the project identified by Heritage includes a layer of podsols that were artefact bearing.</p> <p>While archaeological deposits have been identified below fill and historical disturbance layers within the Newcastle region, these sites have been identified in proximity to significant waterways such as the Hunter River. The geotechnical report as provided in Section 4.1 of the ATR does not support the presence of</p>

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	documents provided in support of the Amendment Report have not adequately addressed the previous comments from Heritage NSW nor considered the additional potential archaeological deposit (PAD) in the vicinity of the project, noting other assessments in the region identify any PADs to hold significant ACH values. Further information is required on the potential for the project area to contain PAD, the likelihood of any such deposits to be impacted by ground disturbance works, and management and mitigation measures for such deposits.	intact Aboriginal shell midden within the study area below the recorded and varying levels of fill.
Provided Draft conditions		Noted, no response required.
NSW Police		
Provided draft conditions		Noted, no response required.
Ausgrid		
Provided draft conditions		Noted, no response required.
Crown Land		
No comment		Noted, no response required.
Venues NSW		

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Traffic and Transport	<p><i>In some cases, content from submissions has been abridged or edited for brevity.</i></p> <p>A previous issue was raised in the submission regarding how car parking and travel plans will be managed during event clashes with the MJS. The response in the report (page 9) states: "Parking demands for the day to day operation can be contained within the subject site and so will not require management during event clashes. Draft TMPs are being prepared in consultation with the various stakeholders to address larger events, including the management of parking." The Traffic Management Plans have plans associated with Medium and High Impact events however the event details only reference the Hunter Indoor Sports Centre and not concurrent events, so it is still unclear on how operations will occur with clashes with MJS events. It is also again noted that MJS events aren't the only coinciding events that need to be considered. Hockey has a significant major event schedule that heavily impacts the on-street parking within the area. Monash road during regular weekend match days is also heavily used, which will impact the proposed use. Recommendation: The reports clearly address how any event clashes will be managed.</p>	<p>HISC has reviewed its carparking strategy. For Business as Usual (BAU) operations, there is no requirement for additional parking beyond the 240 spaces provided on the site.</p> <p>BANL will prepare a schedule of events (once in operation) and liaise with stakeholders to schedule any major events outside of those events scheduled at MJS.</p> <p>The Project team prepared a matrix of events that considers single use and simultaneous use event scenarios and identifies what traffic management controls are triggered in each instance. Traffic Plan Professionals (TPP) reviewed parking availability further afield outside of the immediate precinct. Updated TMP provided back to Venues NSW</p> <p>The TMP has been adjusted to include reference to the use of traffic controllers will be engaged by HISC to assist at the pedestrian traffic lights on Turton Road and use traffic controllers at Monash Road.</p> <p>Street parking within the precinct is available for all users and cannot be quarantined for one operator. The TMPs address parking strategies to be deployed for different scenario and involve collaboration with MJS to implement management controls for different sized events.</p> <p>The outstanding areas of concern are acknowledged. The Applicant will continue to consult with Venues NSW to refine the TMP.</p> <p>The TMP is provided at Appendix L of the RTS.</p>
	<p>The Traffic Management Plan for High Impact Events still requires the use of Venues NSW parking (refer TGS 4005 and Section 17.7). It nominates 900</p>	<p>As above.</p>

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	<p>overflow parking spots at MJS and 1,985 at the NEC however this parking cannot be guaranteed and should not form part of the main high impact assessments.</p> <p>Viability of other overflow parking locations are also not addressed with the relevant authorities.</p> <p>Recommendation: The Traffic Event Management Plan be updated reflecting either no or much reduced reliance on McDonald Jones Stadium / Newcastle Entertainment Centre and an updated assessment of high impact events within the TMP noting overflow parking availability cannot be relied upon.</p>	
	<p>Neither the Traffic and Accessibility Impact Assessment or Traffic Management Plan reference the number of overflow parking required in medium and high impact events.</p> <p>Recommendation: These reports be updated with required number of overflow parking for events.</p>	As above.
	<p>While the updated Traffic and Accessibility Impact Assessment does mention the Broadmeadow Strategy, it does not include any specific road changes as a result of the adjacent planned Hunter Park Redevelopment works or changes in traffic levels resulting from that development.</p> <p>Recommendation: Reports specifically address increase in traffic volume as a result of the</p>	<p>The Broadmeadow Place Strategy identifies conceptual network changes only, including potential local street reconfiguration, improved walking and cycling connections, public transport priority measures and revised access arrangements around major venues. It does not include approved projects or committed road infrastructure upgrades that can be relied upon to occur or that can be factored into modelling for the HISC.</p>

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	<p>Broadmeadow Place Strategy and redevelopment of Hunter Park.</p>	
	<p>A comment was raised regarding the inclusion of the Hunter Stadium event shuttles in the Construction TMP or Traffic & Accessibility Impact Assessment. The response in the updated report states: “The operation of the Hunter Stadium event shuttles has been considered in the preparation of the draft traffic management plans. The need for these is typically during large events of an evening or weekend which shall not impact the typical operation of the HISC nor coincide with Large spectator events at the HISC. However, there is not a typical large spectator event schedule within the Traffic & Accessibility Impact Assessment or operational plans. Recommendation: Updating the Traffic & Accessibility Impact Assessment to confirm that no large spectator events at the Hunter Indoor Sports Centre can be held at any potential conflicts with MJS events.</p>	<p>The TMP has been updated to address management measures for events taking place at the same time within the precinct. The TMP includes a hierarchy of management measures based on the scale of the event and demonstrates that events can occur contemporaneously and their impacts be managed. Refer Appendix L.</p>
	<p>As a part of the construction works, lane closures and temporary construction methods are likely which will impact current Venues NSW operations. Recommendation: The Preliminary Construction Management Plan and Operational and Construction Staging Plan consider mitigations</p>	<p>A preliminary Construction Traffic Management Plan will be finalised by the contractor once appointed and approved by the road authority. As part of this process suitable mitigations with regard to the MJS events shall be considered.</p>

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Fire and Rescue NSW		
Flooding	<p>The Flood Risk Management report does not consider the flood modelling outcomes of the Place Strategy or the exhibited Housing the Hunter: a plan for renewal at Broadmeadow – Flooding and Water Cycle Management Report which proposes flood mitigation areas at Kentish Oval and Arthur Edden Oval.</p> <p>These have the potential to directly affect the flood response on the HISC site upon which the FIRA is based.</p> <p>However, it is unlikely that this would have a material effect on operations at MJS as the Broadmeadow Place Strategy has a much wider scope and far greater influence on flooding.</p> <p>Recommendation: The report include reference to the Flooding & Water Cycle Management Report, any cumulative impacts from the development and any opportunities to assist in solving broader precinct wide issues via additional flood storage.</p>	<p>This addressed within Section 5.4.2 of the FIRA. The currently adopted FIRA for the Broadmeadow Place Strategy shows a wholesale reduction in peak flood levels at the site, which results in the order of a 200 mm reduction in flood levels across the site and Monash Road area. It is noted that these results rely on the implementation of a suite of works by multiple landowners, including extensive modifications to road levels. The BMP does not identify a timeframe or responsibility for their implementation.</p> <p>When combining the modelled flood impacts of the HISC with the expected outcomes of the Broadmeadow Place Strategy, there will be a significant net benefit to peak flood level impacts in the area surrounding the HISC.</p>
Newcastle City Council		
General	<p>CN also refers to our letter of 18 November 2024. We consider the matters previously raised regarding the Broadmeadow Place Strategy, Staging of the development, Wind Impacts, Noise</p>	<p>Noted.</p>

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	Impacts, Social Impact Assessment, Legal Description of the subject land, Site Area and Appendix referencing to have been satisfactorily addressed or we have no further comment to offer on these matters.	
Broadmeadow Place Strategy	Active connections: CN's previous comments regarding the legibility of the active transport connection from Ker-rai Creek through the site to the forecourt area have been addressed. We support the amended width and design of this active connection. Our previous comments regarding potential pedestrian/vehicle conflicts have been addressed through the relocation of the building footprint west, resulting in greater separation between the service and loading area and pedestrians.	Noted.
Landscaping	CN notes that while some aspects of the landscape design of the development have been amended, there remains limited landscaping along the northern and southern boundaries (southwest corner). The landscape design appears to be constrained by the architectural design of the amended development.	Landscaping is provided at the interface to existing residential development to the north. On the southern boundary, the landscape plans have been updated to reflect smaller trees to ensure there are no safety concerns once the future cycleway is delivered.
	We further note a key design amendment as identified on plan 'RtS Site Plan Revisions' of EJE (Item 10) and in the RSAR (p2) is a reduction in landscape elements along the southern boundary	Southern landscaping was removed in response to the CN's request for the 10m future public circulation corridor and cycleway. A revised landscaping approach has been agreed with Council in this area which includes lower scale vegetation

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	<p>proposed in the transport corridor. CN has no objections to the provision of landscaping within the corridor provided it can be demonstrated that the landscaping will not impede or impact on the future uses of the corridor.</p> <p>Utilisation of the corridor for this purpose will necessitate submitting an amended Landscape Master Plan for 'All stages' supported by at least three cross sectional elevations which depicts a potential conceptual design for the proposed cycleway and pathway, including any landscaping, usage pathways for fire appliances, and fencing abutting the existing corridor. At any location where a proposed pedestrian pathway to the building will traverse the required cycleway and pathway in the corridor it will need to be demonstrated how the potential for pedestrian/ cyclist conflict will be addressed. Details of the proposed landscaping are required to be provided with the landscape masterplan and cross sectional elevations outlined in Item 1 above.</p>	<p>The project team has consulted with CN and provided draft plans of the future cycleway for comment. These plan have been refined in response to CN feedback and submitted with this RTS.</p>
Tree Coverage	<p>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.</p>	<p>EJE acknowledges that there was a discrepancy between the Architectural Drawings (drwg. A41 [E]), & the Architectural Design Report (ADR rev. D, p.4).</p> <p>EJE hereby note that drawing A41 [E] is correct, & takes precedence, with a shown site area of 37,724.1m² (3.77ha).</p>

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Northern Boundary Fence	As advised previously, CN recommends the 'continuous fencing' along the northern boundary as referenced in Appendix B: Hunter Indoor Sports Centre Agency Response (p11) be constructed in Stage 1 to protect the amenity of the adjoining properties.	Fence will be delivered in Stage 1.
Tree Removal and Compensatory Plantings	<p>The RSAR is supported by the revised Arboricultural Impact Assessment (AIA) (June 2025) of Bark.Trees and Landscaping. The AIA recommends the removal of nine trees (identified as Trees 1,2,16-21 and 24) including two trees (Trees 1&2) 'occurring off-site' located along the Turton Road boundary of the site '...subject to negotiations with City of Newcastle.' To compensate for the loss of Trees 1-18 which are considered to have moderate retention value it is recommended 12 standard trees [45 litre] be planted on site.</p> <p>The proposed removal of Trees 1 & 2 is necessary to provide vehicular access from Turton Road to the development.</p> <p>CN notes the AIA is inconsistent in its identification of the locations of Trees 1 & 2. While the above recommendations refer to the trees as being off-site, Figure 4:Tree Location & Notation identifies the trees as being on site, with their locations confirmed by survey. We also note that contrary to</p>	<p>The Arborist Report has been amended to reflect that trees 1 and 2 are within the site. Refer Appendix V.</p> <p>The AIA identifies that 20 trees (4 additional trees each for Trees 1 & 2) are now required for compensatory planting instead of 12 trees as previously noted.</p> <p>Compensatory planting is proposed in accordance with the following requirements:</p> <ul style="list-style-type: none"> ▪ Provide compensatory planting of 12 standard trees (45-litre size) on site to offset the removal of Trees 1-18 assessed as having moderate retention value. ▪ Provide compensatory on-site planting of 8 standard trees to offset removal of Trees 1 and 2. ▪ Plant 15 street trees along Monash Road in accordance with Council's street tree requirements, subject to Crown Lands approval.

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	<p>the above recommendations, the provision of compensatory planting is based only on the removal of Trees 17-20. Further compensatory planting is therefore required for the proposed removal of Trees 1 & 2.</p>	
	<p>In addition to the above compensatory plantings, we recommend the applicant is also required to provide 15 'street' trees along Monash Road as contribution to landscaping, assist with heat island effect and to improve visual amenity. The tree selection and location of these trees would be determined by CN in accordance with the CN's Street Tree selection manual. As Monash Road is a Crown Road any works proposed to be undertaken by the applicant within the road reserve will require the prior approval of Crown Lands. A suitable condition is included in our schedule of recommended conditions.</p>	
Flood Risk Management	<p>Impact on identified floodway</p> <p>In CN's previous letter, we recommended the applicant be required to make design changes to provide a development that was compatible with the floodway function of the land. It was suggested that such compatibility should be demonstrated by showing, with flood modelling, the development would have acceptable impacts on existing flood behaviour.</p>	<p>The FIRA has demonstrated acceptable impacts. The modelling and assessment of flood impacts at the PMF event is not standard practice as not only is it highly uncertain, it is also overly restrictive with no tangible benefit. This has been addressed in detail on pages 41-42 within Section 5.4 of the FIRA. In summary, the modelled consequence of impacts at the PMF event is barely tangible (+60 mm flood level increase to existing flood depths of around 1.5 m) and the probability is virtually zero (the PMF event in this instance representing in the order of a 1-in-10,000,000 AEP). Therefore, the combination of probability and consequence as a risk is negligible.</p>

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	<p>We note that the development will continue to locate some structures and fill in the path of the floodways identified in Council's adopted Throsby, Styx and Cottage Creek Flood Study (Rhelm 2023). The submitted Flood Impact and Risk Assessment demonstrated the amended development proposal will increase modelled peak PMF flood levels in order of 60-100 mm which is beyond the limit (+50 mm) recommended.</p>	
Shelter in Place	<p>Adequacy of shelter in place arrangements</p> <p>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.</p>	<p>The flood emergency response strategy is consistent for both the Stage 1 and Stage 2 development, with the only difference being the amount of floor space area available for flood refuge. However, the combination of scenarios that would lead to the building being used for flood refuge with less than a 2 m² per person floor space area available at any stage of the development is rarer than a 1-in-30,000,000 AEP. The proposed building design therefore adequately meets the flood refuge requirements in practical terms. A paragraph has been added to the end of Section 4.1 of the FERP to address this.</p>
Stormwater Management	<p>The Response to Submissions and Amendment Report was supported by supplementary documentation which satisfactorily addressed CN's previous advice regarding stormwater management. We provide conditions regarding stormwater management in our schedule of recommended conditions.</p>	<p>Noted.</p>

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Traffic and Parking	<p><i>In some cases, content from submissions has been abridged or edited for brevity.</i></p> <p>Traffic Impact Assessment</p> <p>CN notes the Traffic Impact Assessment (May 2025) of Seca Solution (pp40-41) includes Sidra modelling to analyse and compare the performances of the intersections of Turton Road / Young Road, Turton Road/Monash Road and Turton Road/Griffiths Road for both pre and post development periods.</p> <p>Various scenarios were modelled for the following peak hours:</p> <ul style="list-style-type: none"> ▪ Weekday: - AM Peak: 08:00 – 09:00 - PM Peak: 16:45 – 17:45 ▪ Weekend: - Peak: 11:15 AM -12:15 PM. <p>The results of the analysis confirmed the impact of the additional development traffic would be negligible for most intersections, for which no particular upgrades would be required. For Turton Road / Griffiths Road, the average delay denotes that the performance reduced at the Turton Road right turn bay, which required mitigation. This was resolved by optimising signal timing. No other geometric upgrades were required.</p> <p>In order to maintain road network safety and efficiency in the vicinity of the site the TIA recommends:</p>	<p>Noted.</p> <p>The civil plans have been updated to include the suggested signage.</p> <p>Traffic light optimisation will be addressed in consultation with TfNSW (as the authority responsible for the network) post determination.</p>

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	<p>a. 'Left turn Only' signs be provided at the exit driveway on Turton Road within the site.</p> <p>b. A 'No U Turn' sign be provided on the central median in Turton Road at the intersection with Monash Road for southbound traffic.</p> <p>c. Optimisation of traffic light phase times at the intersection of Turton Road and Griffiths Road to clear the northbound right turn lane at this intersection during the PM peak, due to additional traffic generated by the proposed sporting centre. Transport for NSW (TfNSW) are the responsible authority for traffic signals and therefore the Applicant should consult with this authority to address signal phasing CN supports these recommendations. We provide an appropriate condition in our schedule of recommended conditions.</p>	
Road Networks	<p>a. Turton Road - The application as originally proposed included a kerbside left turn deceleration lane for access to the site off Turton Road. CN notes the amended development has deleted this lane and retained the kerbside shoulder with appropriate 'No Stopping' parking restrictions. Also, the main vehicular access has been relocated further south. CN as the responsible roads authority under the Roads Act 1993 supports these changes but acknowledges Turton Road is a</p>	<p>Noted, it is acknowledged that concurrence of TfNSW will be required.</p> <p>The site does not require the parking on Monash Road to allow for the day to day operation of the facility. The spaces will continue to be used by people accessing other uses within the precinct. These spaces are not relied upon by the project and upgrade to these spaces is not part of the proposed works.</p>

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	<p>'classified road' and therefore the concurrence of TfNSW is required.</p>	
	<p>b Monash Road – CN previously recommended the applicant be required to undertake works to 'formalise' the northern side of Monash Road for parking and upgrade the existing pedestrian footbridge across the stormwater channel linking the site to Monash Road. We note in Appendix B: Hunter Indoor Sports Centre Agency Response (p19) the applicant indicates it does not propose to undertake these works because they are currently being used by visitors to the existing ovals as well as by people to attend activities at McDonald Jones Stadium ('MJS').</p>	
	<p>We note the above mentioned TIA (p51) identifies the use of the approximately 80 informal spaces in Monash Road as necessary to address the parking demands generated by medium or large events at the proposed Hunter Indoor Sports Centre ('HISC'). Given the reliance of the development on the use of Monash Road for overflow parking and its proximity to the site we believe there is sufficient nexus to warrant the applicant being required to undertake the above-mentioned works. The reliance of the development on Monash Road for overflow parking is further discussed below in our advice on parking.</p>	

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Civil Plans – Stormwater	<p>Monash Road is a Crown road any works proposed to be undertaken by the Applicant within the road reserve as part of this application will require the prior approval of Crown Lands.</p> <p>a) Stormwater Connections – CN notes the civil plans indicate the provision of three new stormwater connections to the existing stormwater channel adjacent to Monash Road. These stormwater connections require the approval of Hunter Water.</p>	Noted, Hunter Water approval will be obtained.
Civil Plans– Bus Swept paths	<p>b) 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.</p>	<p>The swept paths shown by Groundswell (refer to drwg DA-980-01,) 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.</p> <p>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.</p> <p>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. The swept paths show the 14.5 long rigid bus</p>

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	<p><i>In some cases, content from submissions has been abridged or edited for brevity.</i></p>	<p>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.</p> <p>Based on the above, it is considered the design provides safe and practical access, circulation, and egress for buses.</p>
	<p>Having regard to the potential increase in pedestrian / cycle activity likely to be generated by the development CN recommends the following pedestrian /cycle upgrades be undertaken by the applicant as part of Stage 1 of the development:</p> <p>a) The existing 1.2m wide concrete pedestrian path located on the western side of Turton Road between Monash Road and the proposed internal site pedestrian pathway is upgraded to a combined 3.0m wide pedestrian/cycle pathway incorporating pedestrian fencing. We note the applicant has agreed to undertake this work.</p>	<p>The Rts2 drawings (A43 – Proposed Overall Site Plan) has been updated to indicate the requested 3.5m wide future cycleway (shaded in orange) and 3.0m wide future pedestrian pathway (shaded in pink), with a 1m separation between the two.</p>
	<p>b) The existing pedestrian footbridge linking the site to Monash Road is upgraded to provide a minimum 5.0m wide pedestrian bridge incorporating appropriate pedestrian safety fencing. The provision of a 5.0m bridge span width will ensure a minimum 3.0m wide clear pedestrian opening is maintained with the installation of safety fencing.</p>	<p>The pedestrian bridge widening does not form part of the application.</p>

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	c) The provision of full width concrete foot paving in Turton Road between the site's proposed internal site pedestrian pathway and Young Road.	Noted, footpath is provided along the entire site frontage.
	e) A raised marked foot crossing be installed in Monash Street at the intersection with Turton Road. We recommend the above requirements are addressed as part of Stage 1 of this development. An appropriate condition is included in our schedule of recommended conditions.	Noted and the applicant accepts this as a condition of consent.
Fire Truck Access	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.	Noted
Conditions of Consent	Council's abovementioned letter to the DPHI also provided a schedule of recommended conditions of consent. Since the meeting it has been recognised changes will be required to the schedule, including additional conditions requiring the creation of appropriate easement/s and right of carriageway and access over the existing pedestrian pathways used by the public, as well as the cycle/pedestrian corridor. These conditions will be the subject of a separate letter.	Noted. The applicant will have the opportunity to review the consolidated set of draft conditions a part of the assessment process and will provide comments at this time.

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Parking	<p><i>In some cases, content from submissions has been abridged or edited for brevity.</i></p> <p>The amended development proposes a total of 240 parking spaces across two stages of development. Stage 1 comprises 185 space car park, nine space pickup/drop off facility and two bus/coach parking spaces. Stage 2 provides an additional 55 spaces in a separate car park.</p> <p>The abovementioned TIA and Traffic Management Plan (Version 02.2025) of Drew Ferguson-Tait indicates parking for the HISC will be accommodated through utilising a combination of both on and off-site parking comprising 240 spaces on-site, approximately 80 informal spaces in Monash Road adjacent to the Hunter Water stormwater channel and 920 spaces in the McDonald Jones Stadium (MJS) car park. The scale of the events held at the HISC will determine the parking utilisation and this can be broken down into the following four categories:</p>	Comment noted.
	<p>The parking demand for normal week day events can be accommodated on-site, while events with a capacity exceeding 1100 persons would necessitate overflow parking being accommodated in Monash Road and in excess of 1700 persons in Monash Road and the MJS car park.</p>	Refer to Section 4.1.2 in the RTS which responds to concerns regarding parking provision.

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	<p>As discussed in our advice above, CN has reaffirmed our previous recommendation that the Monash Road parking and associated footbridge be formalised as part of this development.</p>	<p>The widening/ upgrade of the pedestrian bridge from Monash Road does not form part of the proposal.</p>
	<p>CN understands the utilisation of the MJS car park as overflow parking for larger events is understood to be an agreement between the applicant and Venues NSW. CN supports venues sharing carparking spaces. The availability of this car park for larger events is necessary to minimise on-street parking that may otherwise result in traffic congestion, reducing traffic safety and impacting on residential amenity in the area. On this basis, larger events at the HISC should not coincide with major events at either MJS or the adjacent Hockey Sporting complex. CN considers that this aspect is best managed through the approval process of Event Traffic Management Plans for the HISC. This is discussed in further detail below.</p>	<p>Noted.</p>
	<p>Broadmeadow Place Strategy - Under CN's Broadmeadow Place Strategy part of the MJS car park is identified for future commercial development. CN acknowledges that the impact of the displacement and / or loss of parking would be assessed as part of any future development application for this area.</p>	<p>Noted.</p>
<p>Conclusion</p>		

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	The on-site parking provision for the HISC coupled with the overflow parking arrangements for medium and larger events is considered acceptable and supported by CN.	
EV Charging Spaces	CN notes a total of 13 EV spaces are proposed as part of the development in the Stage 2 carpark only. The Newcastle Development Control Plan 2023 Section C1 Traffic Parking and Access require 5% of the proposed parking to be available with EV charging facilities. This would equate to an EV requirement of 10 spaces under Stage 1 and three spaces under Stage 2. CN recommends the development be designed to comply with the above requirements. We have provided an appropriate condition in our schedule of recommended conditions.	Noted – the Applicant accepts this as a condition of consent.
Traffic Event Management Plan	CN's previously recommended the applicant be required to prepare a Traffic Events Management Plan (TEMP) in consultation with TfNSW, CN, and NSW Police to address traffic management during events held at the HISC, such a plan being prepared in accordance with 'NSW Guide to Traffic and Transport Management for Special Events (July 2018)'. This is consistent with the requirement for MJS regarding large events.	An updated TMP has been prepared in extensive consultation with Venues NSW. The TMP addresses the different traffic management measures to be applied when events at the HISC and the MJS coincide. The TMP is a live document that will be refined and updated following project determination.
	As mentioned above in our consideration of	

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	<p><i>In some cases, content from submissions has been abridged or edited for brevity.</i></p> <p>parking, the RSAR is supported by a Traffic Management Plan (TMP) for the management of traffic, transport and parking for events held at the HISC. The TMP indicates that events held at HISC with less than 1100 people will have low impacts. No road closures are required with parking able to be accommodated principally on-site. For these events there is no requirement for a TEMP. Events exceeding 1100 persons will require the implementation of an approved TEMP.</p> <p>Overflow parking for medium impact events (1100 to 1700 persons) is proposed in Monash Road while high impact events (1700 to 2500 + persons) utilise Monash Road and the McDonald Jones Stadium (MJS) car park. Originally the HISC had intended to utilise the (MJS) car parking for larger events and ensure through appropriate planning that these large events did not coincide with similar events at the MJS; however, the submitted Operational Management Plan (July 2025) (p12) of the APP Group states:</p>	
	<p>Having regard to the above circumstances, CN believes this matter is best addressed during the approval process for future TEMP's associated with the operation of the HISC events. This approach would ensure this traffic related matter is appropriately managed by the relevant road authorities TfNSW and CN. We recommend that an</p>	<p>Noted</p>

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	<p><i>In some cases, content from submissions has been abridged or edited for brevity.</i></p> <p>appropriate condition be imposed requiring the applicant to submit and obtain the prior approval of a TEMP for events proposed at the HISC exceeding 1100 persons. We have provided an appropriate condition in our schedule of recommended conditions.</p>	
Preliminary Construction Traffic Management Plan	<p>The Response to Submissions and Amendment Report (RSAR) is supported by an updated Preliminary Construction Traffic Management Plan (June 2025) of the APP Group. Designated heavy vehicle access routes are not specifically addressed under this plan. CN re-affirms our previous advice that heavy vehicle construction traffic is not permitted to utilise local roads to access the site and is to be confined to the State road network.</p>	<p>Noted and agreed.</p>
Green Travel Plan	<p>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</p>	<p>Fifty additional bicycle spaces have added to the proposal.</p>

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	provide an appropriate condition in our schedule of recommended conditions.	
Heritage	<p>All recommendations and management and mitigation measures contained in the submitted Historical Archaeological Assessment and Aboriginal Cultural Heritage Assessment Report (May 2025) both of Artefact Heritage and Environment should be individually conditioned by the DPHI.</p> <p>We also recommend the following:</p> <ul style="list-style-type: none"> • A copy of the post-excavation report on the results of the archaeological monitoring program be provided to CN for inclusion in the city library collection. • A suitably qualified and experienced heritage consultant is to be commissioned to provide detailed heritage advice to the project for its duration, including guidance to the construction documentation, the implementation of the conditions of consent and through the construction process. Written documentation to support the commission of the heritage consultant is to be submitted with the Construction Certificate. • Before any works commence on site, all contractors and subcontractors shall undergo an 	Noted – the Applicant accepts all the suggested recommendations as conditions of consent.

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	<p data-bbox="423 252 981 316"><i>In some cases, content from submissions has been abridged or edited for brevity.</i></p> <p data-bbox="423 331 1032 475">induction session, delivered by the project heritage consultant, highlighting the historical significance of the site, and particularly those building elements and archaeology requiring conservation.</p> <ul data-bbox="423 483 1032 1010" style="list-style-type: none"> <li data-bbox="423 483 1032 722">• Informative: unexpected finds procedure for discovery of archaeological relics during works i.e. in the event that an archaeological relic is unexpectedly discovered during works, requirement for development works to immediately stop in area of discovery, and to inform Heritage NSW and await their instruction. <li data-bbox="423 770 1032 1010">• Informative: unexpected finds procedure for discovery of Aboriginal objects during works i.e. in the event that an Aboriginal object is unexpectedly discovered during works, requirement for development works to immediately stop in area of discovery, and to inform Heritage NSW and await their instruction. <p data-bbox="423 1058 1032 1121">We have provided appropriate conditions in our schedule of recommended conditions.</p>	
<p data-bbox="197 1145 349 1217">Development Contributions</p>	<p data-bbox="423 1145 1032 1396">The provisions of CN's Section 7.12 Development Contributions plan (the Plan) apply to the subject land. The applicant previously sought an exemption from the payment of contributions from the consent authority based in part on the grounds the BANL is a not-for-profit organisation. CN previously recommended the applicant be</p>	<p data-bbox="1055 1145 2027 1289">Under Section 7.17 of the EP&A Act, the Minister for Planning and Homes have the discretion to waive or reduce contributions. A full exemption is sought for the HISC due to its clear public benefit and alignment with the intent of the Contributions Plan.</p> <p data-bbox="1055 1305 2027 1396">The HISC will deliver a much-needed indoor sporting facility for the LGA and the Lower Hunter, directly supporting Council's recreation objectives and easing</p>

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	<p>required to submit:</p> <ul style="list-style-type: none"> • A Detailed Cost Report (DCR) in accordance with Section 208 of Environmental Planning and Assessment Regulation (EP&A Regulation) 2021. • A certificate of registration with the Australian Charities and Not-for-Profit Commission (ACNC) demonstrating Basketball Association of Newcastle Limited (BANL) is a registered charity. <p>We note the requested DCR has not been submitted and in 'Appendix B: Hunter Indoor Sports Centre Agency Advice Response'(p6) of Urbis it is stated that BANL is a Not-for Profit entity but are not a registered charity and are therefore not registered with the ACNC.</p> <p>As the proposal does not meet the criteria for an exemption or reduction, the applicant now seeks from the consent authority an exemption from the payment of a contribution on the grounds that the proposal provides public benefit, the use of the site is consistent with the Plan, and imposing a contribution will divert funding away from the project.</p> <p>The principal purpose of the development is a recreation facility which is a type of development captured under the Plan. A s7.12 levy, unlike a s7.11 contribution, is not required to demonstrate a</p>	<p>demand on existing facilities. As a multi-use, year-round venue, it will promote inclusive participation, improve community health and provide long-term regional benefits. Importantly, the site at Wallarah Oval is already identified in Council's Contributions Plan for a community facility. While operated by a not-for-profit organisation, the HISC will deliver the same – if not greater – community amenity as the facility the contributions are intended to fund.</p> <p>The Contributions Plan is designed to capture value from private, commercial development that creates additional infrastructure demand. The HISC is a grant-funded, not-for-profit project. Requiring contributions would simply redirect public funding away from delivering a facility that already fulfils the Plan's purpose.</p>

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	<p>nexus between the proposed development and imposition of the levy. Therefore, CN considers the imposition of the levy is appropriate, and it is recommended. To enable the monetary contribution to be calculated, CN requests the applicant be required to prepare a Detailed Cost Report and pay the required contribution. We provide an appropriate condition in our schedule of recommended conditions.</p>	
Department of Climate Change, Energy, the Environment and Water		
Water takes and licencing	<p>1.1 Recommendation – post approval</p> <p>That Department of Planning, Housing and Infrastructure requests the proponent to obtain a water access licence (WAL) to account for the maximum predicted water take for construction and operation activities unless an exemption applies under the Water Management (General) Regulation 2025 (WM Reg).</p> <p>Explanation</p> <p>Under the Water Management Act 2000, if groundwater is intercepted a WAL must be obtained prior to any water take occurring unless an exemption under the Water Management (General) Regulation 2025 applies. An exemption may be available under Clause 19 of Schedule 4 of</p>	Noted – the Applicant accepts this as a condition of consent.

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	<p>the WM Reg if water take is less than or equal to 3 ML per water year, subject to the development meeting other exemption requirements, such as:</p> <ul style="list-style-type: none"> • the water is not taken for consumption or supply; • the person claiming the exemption keeps a record of the water taken under the exemption and provides this to the Minister within 28 days of the end of the water year; and • the records are kept for 5 years. 	
	<p>Further information on these requirements and other information on licensing and approvals and exemptions, including a form to report and record water taken can be found at: https://water.dpie.nsw.gov.au/licensing-and-trade-and-groundwater-access-licence-exemptions NSW Government Water.</p>	