

Department of Planning & Environment  
Industry Assessments  
GPO Box 39  
SYDNEY NSW 2001

Attention: Navdeep Shergill – Navdeep.singhshergill@planning.nsw.gov.au

**RE: Review of Environmental Impact Statement (SSD-65596459) – Hunter Indoor Sports Centre, Lot 2380 DP755247, Lot 2379 DP755247, Lot 2378 DP755247 and Lot 2377 DP755247, 2 Monash Road and 24 Wallarah Road New Lambton**

I am writing to formally object to the proposed development of the Hunter Indoor Sports Centre (HISC) as outlined in the Environmental Impact Statement (EIS) and its associated appendices. After a detailed review of the project's key aspects, I have identified several critical concerns that I believe undermine the project's feasibility and its long-term sustainability. A summary of the concerns is below with more detailed information and references to relevant section of the EIS provided in Attachment A.

**1. Staging and Financial Sustainability**

The financial viability and staging of the HISC are of serious concern. The total estimated cost of the project is approximately \$90 million, yet only \$30 million has been allocated for the first stage (Stage 1A). The remaining funding for subsequent stages is uncertain and will rely on future government grants, which exposes the project to significant financial risk. Given the lack of a clear funding pathway and the shortfall of approximately \$60 million, there is a high likelihood that the project may be delayed, abandoned, or left incomplete. This would result in a facility that is underutilised, and the loss of valuable green space and sports fields would have irreversible consequences for the local community.

**2. Traffic Impact**

The Traffic Impact Assessment (TIA) raises several issues that have not been adequately addressed:

- Increased traffic through residential areas: Local roads like Young Road, Wallarah Road, and others will experience higher traffic volumes, posing risks to vulnerable road users, especially children.
- Cyclist safety: The proposed access points fail to accommodate cyclists properly, which may lead to dangerous situations, including side-swiping accidents.
- Pedestrian safety: Narrow footpaths on Turton Road and the lack of proper pedestrian facilities could result in dangerous conditions for children and elderly people.
- Event-related traffic management: There is no clear strategy for managing large events, which could lead to congestion and exacerbate traffic issues. Further consultation with surrounding venues is required.

**3. Event Management**

There is a lack of detailed consultation with other nearby venues and stakeholders, which raises concerns about potential conflicts during major events. These venues include the Newcastle International Hockey Centre, Lambton Jaffas Football Club, and other local sporting clubs. Proper consultation and coordination are essential to prevent disruptions and ensure the facility does not strain local infrastructure and services.

#### **4. Flooding and Stormwater Drainage**

The proposed site is located in a flood-prone area, and the EIS acknowledges that the development will exacerbate flood risks. According to the flood risk impact assessment:

- The site's carpark area will be flooded to depths of 1–2 meters during a 1% AEP event, which is unsafe for vehicles and people, especially children.
- The model indicates increased flood depths in surrounding areas, including properties near Lambton High School. There is also concern about the potential for debris and rubbish to block floodways, causing more extensive flooding downstream.
- I strongly urge reconsideration of the site selection due to these significant flood risks and suggest exploring alternative locations that are less prone to flooding.

#### **5. Green Space/ Open Public Space**

The proposed development would involve the permanent loss of valuable open space currently used for community sports. The development contradicts the objectives of the Public Open Space Strategy for NSW, which emphasises the importance of preserving and expanding green spaces for community use. The facility's design focuses heavily on basketball, with a large retail and corporate component, while local multipurpose fields in their current form like Wallarah and Blackley serve broader community needs.

#### **Conclusion**

The Hunter Indoor Sports Centre, as proposed, presents substantial risks to the financial sustainability, safety, environment, and community interests. Given the issues raised—particularly regarding funding, traffic impacts, flooding, and the loss of public green space—I urge the planning authorities to reconsider the development or, at the very least, explore alternative site options that better align with the community's needs and environmental protections.

Thank you for considering my concerns. I look forward to your response.

Yours faithfully,

Concerned resident.

## Attachment A

Item	Comment
<b>Staging and Financial Sustainability</b>	<p>The proposed development of the Hunter Indoor Sports Centre (HISC), as outlined in the Environmental Impact Statement (EIS) and its associated appendices, raises several significant concerns, particularly regarding the proposed staging and the current funding arrangements. A detailed review of the EIS, including Appendix G – Estimated Development Costs (EDC), has revealed substantial uncertainties surrounding both the funding availability and the timeline for completion.</p> <p>The total estimated cost of the development is approximately \$90 million (including EDC and GST). However, only \$30 million of this amount is currently allocated, which does not appear adequate to complete <b>Stage 1A</b> (between \$31M and \$41M, refer below). The remaining funding for subsequent stages has not been secured and will rely on future government funding or grants. This creates a considerable risk that the full scope or even the first stage of the project may not be completed as envisioned, leaving the community with an unfinished and potentially underutilised facility. Notably, the EIS does not offer sufficient evidence that adequate funding has been secured to fully progress the development, which raises concerns regarding the feasibility of the project, the potential for delays, and the negative impact on the surrounding community.</p> <p>A critical issue is the lack of a clear and guaranteed pathway for securing the necessary funding for later stages, such as <b>Stage 1B</b> and <b>Stage 2</b>. Given the current funding shortfall of approximately \$60 million, it is highly unlikely that the construction will proceed according to the initially proposed timeline, with completion anticipated by mid-2026. Without a clear and comprehensive funding plan in place, there is a real possibility that the project could be abandoned partway through, resulting in a facility that is incomplete, impractical, and unable to serve its intended purpose. Furthermore, the environmental and social impacts of such an outcome – particularly the loss of valuable green space and sports fields – would be irreversible.</p> <p>The <b>Estimated Development Cost (EDC)</b>, as detailed in Appendix G, is based on a construction schedule that assumes the project will begin in late 2024 and be completed by mid-2026. However, this timeline does not account for potential delays, escalation of costs, or the non-sequential nature of the proposed staging. If the project is delayed or the stages are retendered, additional costs will be incurred, further increasing the total expenditure required. The lack of contingency planning for these uncertainties makes it even more difficult to assess the viability of the project, particularly given that the EDC only reflects a portion of the work that will be required across multiple stages.</p> <p>I have serious concerns about the allocation of public funds to this ambitious project, especially when other essential services such as transport infrastructure, education, and healthcare are also in need of financial support. The inclusion of corporate offices, a high-performance training facility, retail spaces, and large-scale amenities (including a 2,500-seat show court) seems excessive and unwarranted, particularly given the redevelopment of Broadmeadow through the Broadmeadow Place Strategy</p>

Item	Comment
	<p>and the Hunter Park sub precinct which is labelled as a thriving entertainment, sporting, commercial and residential destination of national significance, which is proposed to include a new multipurpose indoor arena, new regional aquatic and leisure centre, road and intersection upgrades, flood mitigation works and a pedestrian boulevard connecting to Broadmeadow Station. A more modest proposal, such as the construction of up to eight courts, may have been more achievable within the Broadmeadow precinct within the current funding constraints.</p> <p><b>Breakdown of Staging and Costs</b></p> <p>The proposed stages of the project, as outlined in the EIS and appendices, include</p> <p><b>Stage 1A:</b> (page 5 of Appendix TT) – note also that Stage 1A still requires the use of the existing basketball stadium facility to accommodate demand (page 7 of Appendix TT)</p> <ul style="list-style-type: none"> <li>• Single-storey building</li> <li>• 6 community courts</li> <li>• Supporting amenities and other facilities</li> <li>• 110 Car Parking spaces including drop-offs</li> <li>• Participants change rooms and public amenities</li> <li>• To consolidate lots 2377 to 2380 as part of the development proposal.</li> <li>• Sewer diversion</li> <li>• Demolition of existing Amenities building</li> <li>• Removal of nominated existing trees</li> </ul> <p><b>Estimate of Stage 1A – Estimate = \$30.8M to \$41.2M based on rates used in Appendix G – assumes rates from EDC summary table</b></p> <p>Demo and site prep = \$1.2M  Buildings Works, GFA = 5,975m<sup>2</sup> using rate of \$2,455.21 per m<sup>2</sup> = \$14.6M (note that EIS main body Section 3.1.1 states Stage 1A has a GFA of 10,218m<sup>2</sup>, which would be \$25M)  External Works, Services and Infrastructure = \$7.1M  Preliminaries (1/3 only) = \$3.3M  Builders margin (1/3 only) = \$1M  Furniture, fixtures and equipment (1/3 only) = \$0.5M</p>

Item	Comment
	<p>Professional, consulting and design fees (1/3 only) = \$1.4M Contingency (1/3 only) = \$1.7M</p> <p><b>Stage 1B:</b> (page 8 of Appendix TT) – note also that Stage 1B still requires the use of the existing basketball stadium facility to accommodate demand (page 10 of Appendix TT)</p> <ul style="list-style-type: none"> <li>• Extend the HISC Facility to the West to provide two (2) additional basketball courts</li> <li>• Addition of a mezzanine level for function rooms, administration spaces, and training areas.</li> <li>• Expanding the car park to include an additional 75 spaces, bringing the total to 185 spaces.</li> <li>• Remove additional trees to accommodate the building expansion.</li> </ul> <p><b>Estimate of Stage 1B – Estimate = \$12M to \$20.5M based on rates used in Appendix G – assumes rates from EDC summary table</b></p> <p>Demo and site prep = \$0M (completed in Stage 1A) Buildings Works, GFA = 5,134m<sup>2</sup> using rate of \$2,455.21 per m<sup>2</sup> = \$12.6M (note that EIS main body Section 3.1.1 states Stage 1B has a GFA of 1,630m<sup>2</sup>, which would be \$4M) External Works, Services and Infrastructure = \$0M (completed in Stage 1A) Preliminaries (1/3 only) = \$3.3M Builders margin (1/3 only) = \$1M Furniture, fixtures and equipment (1/3 only) = \$0.5M Professional, consulting and design fees (1/3 only) = \$1.4M Contingency (1/3 only) = \$1.7M</p> <p><b>Stage 2:</b> (page 11 of Appendix TT) – note also that only after completion of Stage 2 is the existing basketball stadium at Broadmeadow is redundant.</p> <ul style="list-style-type: none"> <li>• Extending the northern and southern sides of the building to add three more courts, which can be used as a show court with retractable grandstand seating.</li> <li>• Extending the southern side to include a high-performance training area and one additional court.</li> <li>• Expanding the mezzanine level for more corporate spaces.</li> <li>• Expanding the car park to include an additional 55 spaces, bringing the total to 240 spaces.</li> <li>• Extension of the existing building with a total additional GFA of approximately 7,180m<sup>2</sup></li> </ul>

Item	Comment
	<ul style="list-style-type: none"> <li>• Mezzanine Level – an extension of the mezzanine to provide additional corporate spaces</li> <li>• An additional 6 courts for basketball and other sports</li> <li>• A show court with 2,400 seats</li> <li>• a cafe and social zone</li> <li>• tenant areas for associated health and wellbeing services</li> <li>• Athlete development and training facilities</li> </ul> <p><b>Estimate of Stage 2 (including previous stages) – \$90,875,861 from Appendix G</b></p>
<b>Traffic</b>	<p>The proposed development of the Hunter Indoor Sports Centre (HISC), as outlined in the Environmental Impact Statement (EIS) and its associated appendices, raises several significant concerns, particularly regarding the proposed traffic assessment and impacts. A detailed review of the EIS, including Appendix P – Traffic Impact Assessment (TIA), Appendix R – Construction Traffic Management Plan (CTMP) and Appendix RR – SIDRA intersection modelling (Sidra) have identified traffic impacts that do not appear to have taken into account all aspects of traffic outlined below and this is a concern.</p> <ol style="list-style-type: none"> <li>1. Trip distribution according to Google Maps is different to how trips appear to be distributed in the model according to section 4.1.3 and 4.1.6 of the TIA, particularly the use of local roads in Lambton such as Young Road, Wallarah Road, Howe Street, Hobart Road, Womboin Road and Monash Road, some of which are narrow roads through a residential area and will increase the risk of vehicle collisions with vulnerable road users such as children on bicycles and scooters (particularly in the afternoon peak when the HISC stadium is in high use combined with children returning from nearby schools. Refer google map (screenshots below) suggested routes to Wallarah Oval from selected suburbs, particularly those in western suburbs of Newcastle and from Hunter Expressway</li> </ol>

[illegible]



[illegible]



**Item**

**Comment**

From Maryland to proposed development – Google maps shows preferred route via Young Road, Wallarah Road

The screenshot displays the Google Maps interface with a driving route highlighted in blue. The starting point is 'Maryland, New South Wales 2287' and the destination is 'Walarah Oval, 24 Walarah Rd, New Lambton'. The map shows the route passing through areas like Wallsend, Jesmond Central, and Jesmond. Key landmarks include the University of Newcastle, Shortland Waters Golf Club, and various local businesses. The route is labeled with road numbers A15 and A37. The estimated travel time is 13 minutes for the fastest route via A15, and 14 minutes for the route via Maryland Dr.

Best 13 min 45 min 2 hr 1 32 min

Maryland, New South Wales 2287

Walarah Oval, 24 Walarah Rd, New Lambton

Add destination

Leave now Options

Send directions to iPhone Copy link

via A15 13 min  
Fastest route, the usual traffic 9.0 km  
Details

via Newcastle Rd/A15 13 min  
9.9 km

via Maryland Dr 14 min  
10.1 km

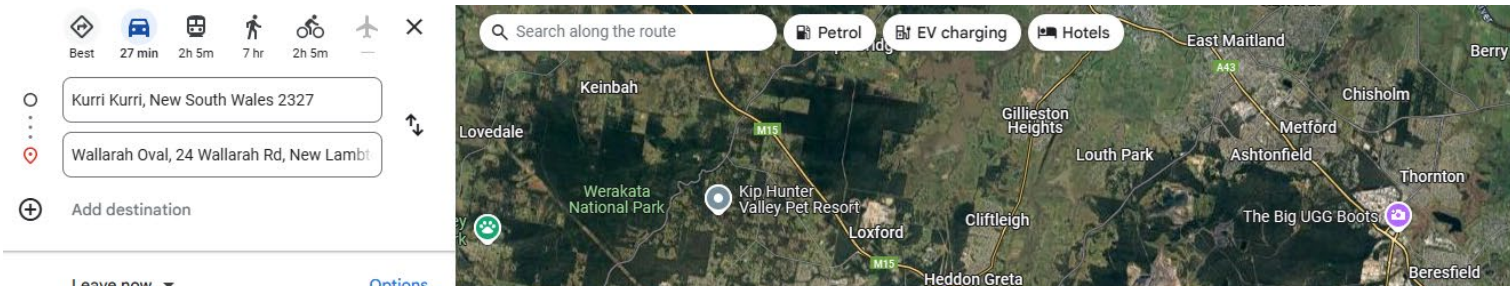
Explore nearby Walarah Oval

Icons for food, accommodation, gas, parking, and more are shown at the bottom.

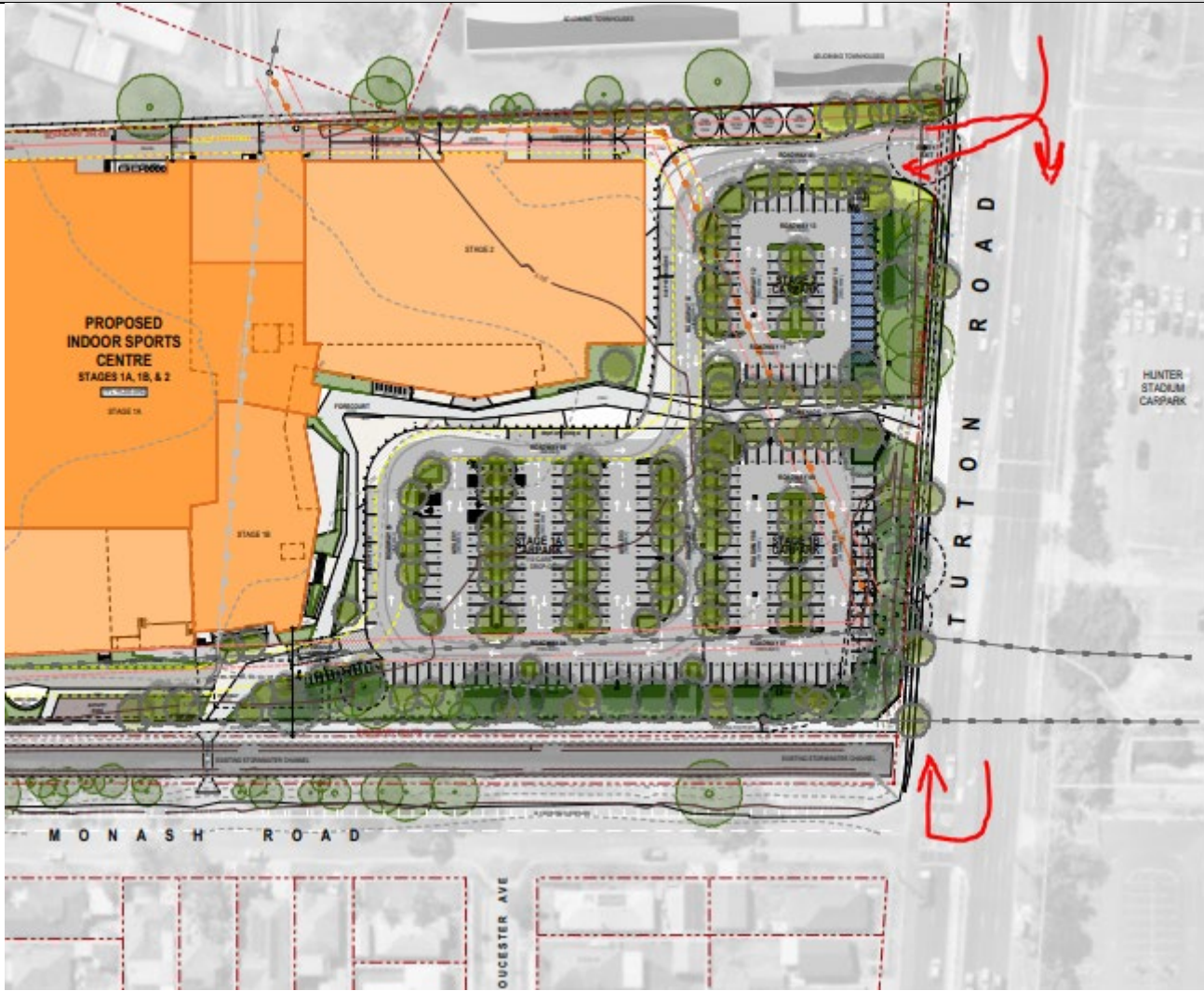


Item	Comment
	<p>From Morisset to proposed development – Google maps shows preferred route via Young Road, Wallarah Road</p> <div><div><div><div><div></div><div><div>Best</div><div>38 min</div><div>55 min</div><div>9 hr</div><div>2h 26m</div><div>—</div></div></div></div><div><div><div><div></div><div>Morisset, New South Wales 2264</div><div></div></div><div><div></div><div>Wallarah Oval, 24 Wallarah Rd, New Lambton</div><div></div></div></div><div><div><div></div><div>Add destination</div></div></div></div><div><div><div>Leave now</div><div>Options</div></div></div><div><div><div><div></div><div>Send directions to iPhone</div></div><div><div></div><div>Copy link</div></div></div></div><div><div><div><div><div></div><div>via M1</div><div>Fastest route, the usual traffic</div><div>Details</div></div><div><div>38 min</div><div>47.2 km</div></div></div></div><div><div><div><div><div></div><div>via B53</div><div></div></div><div><div>39 min</div><div>39.6 km</div></div></div></div></div><div><div><div>Explore nearby Wallarah Oval</div><div><div><div><div></div><div>Restaurants</div></div><div><div></div><div>Hotels</div></div><div><div></div><div>Petrol stations</div></div><div><div></div><div>Car Places</div></div><div><div></div><div>More</div></div></div></div></div><div></div></div></div></div></div>



Item	Comment
	<p>From Kurri Kurri to proposed development – Google maps shows preferred route via Young Road, Wallarah Road</p>  <p>The screenshot shows the Google Maps interface with the route from Kurri Kurri to Wallarah Oval. The route is highlighted in blue and passes through Young Road and Wallarah Road. The map shows various landmarks, including Werakata National Park, Kip Hunter Valley Pet Resort, and several towns like Kurri Kurri, Buchanan, and Wallarah. The route is 35.7 km long and takes 33 minutes.</p>
	<p>2. The proposed left in and left out access does not provide for on road cyclists as is currently provided in the road shoulder northbound on Turton Road. This presents a safety issue for cyclists using the road shoulder and may lead to a potential side swipe accident with vehicles causing serious harm or possible death.</p>
	<p>3. The footpath along Turton Rd is narrow and the development will generate increased pedestrian movements in the area that do not appear to have been accommodated. This may lead to pedestrians being forced onto the adjacent verge area and may pose a</p>

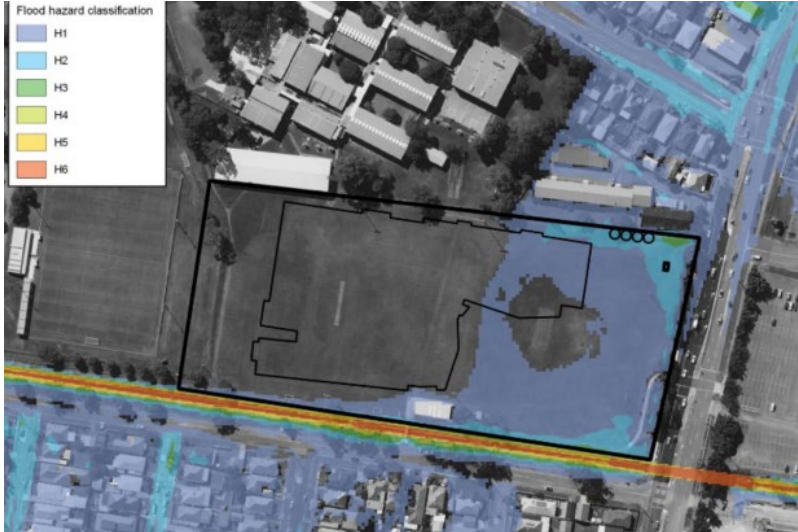

Item	Comment
	<p>risk to pedestrians (particularly young children and the elderly) who may lose balance on unstable ground with potential for slips, trips and falls, nearby the large concrete drain (Lambton Ker-rai Creek)</p> <p>4. There is a permanent loss of parking on Turton Rd due to the access provided.</p> <p>5. There is a risk that vehicles queue across the adjacent mid-block pedestrian crossing when waiting to enter the site, (e.g. vehicles stopping to park, waiting for parks to become available or vehicles requiring to give way to pedestrians using the footpath that crosses the entry point). This presents a safety risk to vulnerable road users (cyclists and pedestrians) who are using the mid-block crossing and may lead to serious injuries or possible death.</p> <p>6. There are multiple opportunities for vehicles to access the site either illegally or in a dangerous manner due to how access has been provided from Turton Road. Refer sketches below</p> <ul style="list-style-type: none"> <li>a. performing a u turn on Turton Road at the intersection with Monash Road.</li> <li>b. performing a right turn from Turton Road at the intersection with the McDonald Jones stadium access</li> <li>c. performing a straight or right turn movement out of the development onto the southbound carriageway of Turton Road</li> </ul>

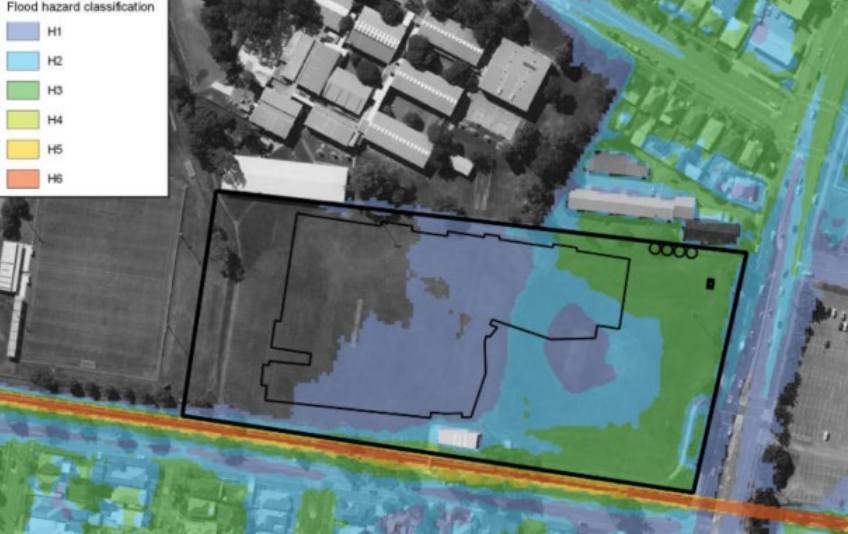
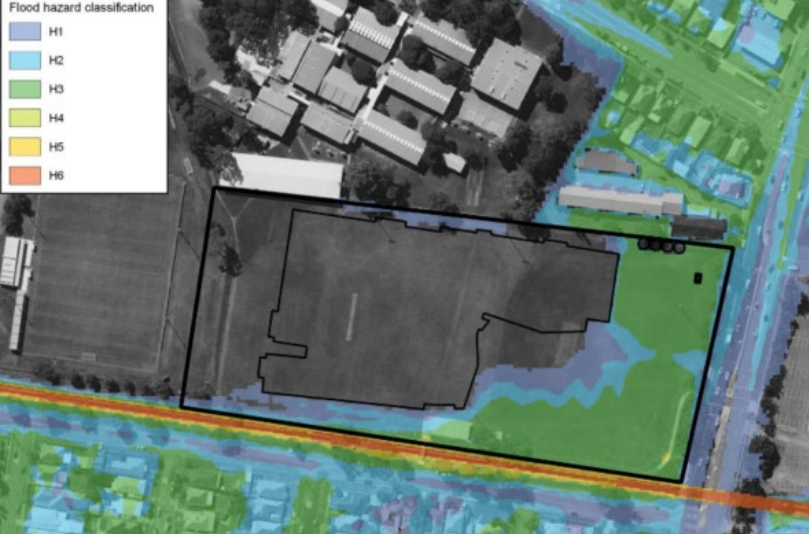
Item	Comment
	 <p>The image is a detailed site plan for a proposed indoor sports centre. The plan shows three main stages: Stage 1A, Stage 1B, and Stage 2. Stage 1A and 1B are located on the left side of the plan, while Stage 2 is on the right. The plan also shows a large parking area with numerous parking spaces, a forecourt, and a road network including Monash Road, Turton Road, and Ousester Ave. The plan includes landscaping details such as trees and green spaces. Red arrows are drawn on the plan, pointing to specific areas: one arrow points to the top right corner, another points to the bottom right corner, and a third points to the bottom left corner. The plan also shows the Hunter Stadium Carpark to the right of the site.</p>





Item	Comment
	<p data-bbox="443 300 2181 371">7. Section 2.7.4 of the TIA identifies space for event buses to stop and park during certain activities at McDonald Jones Stadium but the access to the development removes this provision with no suggested replacement. Where do event buses now go?</p> <div data-bbox="465 411 1288 1276"> <div data-bbox="477 459 504 635" data-label="Page-Header">Quality Traffic Advice</div> <div data-bbox="555 411 1220 478"> <p>2.7.4 Event Bus Parking on Turton Road</p> <p>On Turton Road, along the site frontage there are signs allowing for event bus stops during certain activities at McDonald Jones Stadium.</p> </div> <div data-bbox="555 587 907 614"> <p>P2614 Eje Hunter Indoor Sports Centre Tia Ver04 18</p> </div> <div data-bbox="465 694 672 734"> <p>SECAsolution</p> </div> <div data-bbox="555 790 1243 1268"> <p>TGS2218.DFT V01.2023 - Turton Rd (Young Rd &amp; Monash Rd) - Shuttle Bus Zones, Staging &amp; Layovers</p> <p>Notes: TCs to install traffic cones at 0600hrs on event day and keep bus zones clear of vehicles. Once bus operations start, remove cones and assist with pedestrian management. Turton Rd (Lambton Rd to Monash Rd) will only be closed to traffic during signage. Shuttle bus services will operate in two stages. Stage 1: Signage - Stages 1st 10mins before gates open and will operate for 10 mins after the main act commences, then layover. Stage 2: Signage - Services start at the completion of the main act, and will operate for 10mins post event or until the crowd clears. On the completion of signage, buses will then lay over in the allocated Bus Zones ready for Games.</p>  <p>Figure 2-14 Turton Road Shuttle Bus Zones along site frontage (MJ Stadium EMP)</p> </div> </div> <div data-bbox="1317 411 2206 1268">  </div>

Item	Comment
	<p>8. Will the right turn bay from Turton Road into Young Road and Turton Road into Monash Road from the north be extended to cater for additional traffic using this route to access the development from the north?</p>
<b>Event Management</b>	<p>The proposed development of the Hunter Indoor Sports Centre (HISC), as outlined in the Environmental Impact Statement (EIS) and its associated appendices, raises several significant concerns, particularly regarding the proposed event management.</p> <p>Stated in the EIS:  “The plan has been developed following consultation with Venues NSW to determine opportunities for the use of the McDonald Jones stadium carpark for the HISC. Venues NSW supported this approach, subject to events at the two facilities not occurring at the same time.”</p> <p>There is however no mention of how often consultation will occur.</p> <p>There is no mention of consultation with other large events that may occur at any of the following nearby venues</p> <ul style="list-style-type: none"> <li>• Newcastle International Hockey Centre, Broadmeadow</li> <li>• Lambton Jaffas Football Club, NPL Games at Arthur Edden Oval</li> <li>• Western Suburb Leagues Club, Newcastle Rugby League at Harker Oval</li> <li>• Local community sport, Soccer, Cricket, Rugby League, Hockey and Netball are all present within this area, including matches on weekends and training during the week.</li> </ul>
<b>Flooding and Stormwater Drainage</b>	<p>The proposed development of the Hunter Indoor Sports Centre (HISC), as outlined in the Environmental Impact Statement (EIS) and its associated appendices, raises several significant concerns, particularly regarding the identified flooding impacts. A detailed review of the EIS, including Appendix CC – Flood Risk Impact Assessment has revealed significant concerns with the proposed development.</p> <p>The executive summary of the flood report states</p> <p><i>“The DCP Management of Risk to Property condition C-7 requirement cannot be satisfied by the proposed development without impacting the retention of floodways and flood storage or having implications for off-site flood impacts, as this would require significant raising of the external surface levels throughout the proposed car park. Given this conflict between satisfying different</i></p>

Item	Comment
	<p data-bbox="448 236 2215 300"><i>aspects of the flood planning controls non-conformance with condition C-7 is considered the better option for overall flood risk management."</i></p> <p data-bbox="448 339 2215 475">My suggestion would be that the best mitigation here is to not build the proposed development on this site and instead investigate a suitable alternative that is not in flood-prone location. There is a risk that vehicles and other items that are usually stored in carparks, such as rubbish bins, containers and other floatable objects could be moved by flood water into floodways' and become blockages, causing significant flooding that has not been accounted for in the modelling.</p> <p data-bbox="448 515 2215 722">The flood hazard classification maps show that for a 1% AEP event the carpark area is shown as H3 which is generally unsafe for vehicles, children and the elderly. The area is also shown to be about 1m and in some places up to 2m in flood depth, which is a significant concern given the carpark will be used by vehicles and the facility will likely be used by children, this would appear to be a risky situation to put people and vehicles in that kind of danger. It gets a lot worse in the PMF event, with areas of the carpark increasing to a H5 and flood depth &gt;2m, this is a significant concern for flooding risk. This is also an area where the cyclist shared pathway exists adjacent to Lambton Ker-rai creek.</p> <div data-bbox="448 754 2215 1327"> <div data-bbox="448 754 1330 1327"> <p data-bbox="459 762 875 794">10%AEP Flood hazard existing</p>  </div> <div data-bbox="1330 754 2215 1327"> <p data-bbox="1344 762 1890 794">10%AEP flood hazard post development</p>  </div> </div>


Item	Comment
	<div data-bbox="465 236 857 268">1%AEP Flood hazard existing</div> <div data-bbox="465 272 1310 809">  </div> <div data-bbox="1346 236 1872 268">1%AEP flood hazard post development</div> <div data-bbox="1346 272 2152 809">  </div>





Item	Comment
	<div data-bbox="448 231 2206 829"> <div data-bbox="448 231 1299 829"> <p>PMF Flood hazard existing</p>  </div> <div data-bbox="1321 231 2206 829"> <p>PMF flood hazard post development</p>  </div> </div> <p data-bbox="448 861 2206 1037">As shown in Figure 5-10 in the PMF event the modelled impacts show increases in flood depth of between 100mm and 200mm for properties adjacent to the southwestern end of the proposed development. Additionally, there are a significant amount of properties that have between 50mm and 100mm additional flood depth impact and some properties now shown as “was dry, now wet” indicating they would be impacted in a PMF event due to the proposed development. It also appears that Lambton High School is now also more affected by flooding in this event.</p>



Item	Comment
	<div data-bbox="465 236 1227 818"> <p>Flood level impact (m)</p> <ul style="list-style-type: none"> <li>&lt; -0.50</li> <li>-0.50 to -0.20</li> <li>-0.20 to -0.10</li> <li>-0.10 to -0.05</li> <li>-0.05 to +0.05</li> <li>+0.05 to +0.10</li> <li>+0.10 to +0.20</li> <li>+0.20 to +0.50</li> <li>&gt; +0.50</li> </ul> <p>Flood extent impact</p> <ul style="list-style-type: none"> <li>was wet, now dry</li> <li>was dry, now wet</li> </ul> </div> <div data-bbox="1317 236 2201 818"> </div> <p>It is also difficult to believe that this kind of impact is present in only the PMF. When looking at the 1% Peak Flood Level Impact map 5-9, there is a significant portion of the site that is now labelled as “was wet, now dry”, which is taken up the proposed HISC, however there is very little change to any other areas. If this section is now dry, then where does all the flood storage that did exist there go to? The TufLOW model should be independently verified, given this area has experienced significantly flooding and it causes local residents significant stress.</p>

Item	Comment
	<div data-bbox="443 228 1451 879">  <p><b>Flood level impact (m)</b></p> <ul style="list-style-type: none"> <li>&lt; -0.10</li> <li>-0.10 to -0.05</li> <li>-0.05 to -0.02</li> <li>-0.02 to -0.01</li> <li>-0.01 to +0.01</li> <li>+0.01 to +0.02</li> <li>+0.02 to +0.05</li> <li>+0.05 to +0.10</li> <li>&gt; +0.10</li> </ul> <p><b>Flood extent impact</b></p> <ul style="list-style-type: none"> <li>was wet, now dry</li> <li>was dry, now wet</li> </ul> </div> <p>I'd also urge Planning to consider the need for the proponent to get written agreement with landholders for any change in flooding (increase afflux or duration), with a mechanism for landholders to get an independent assessment through something like an independent flood advisory panel to make determinations if agreements cannot be reached.</p>
<b>Green space/Open public space</b>	<p>This development is not in accordance with the Public Open Space Strategy NSW document that was released by the NSW government in 2022, link to website here.</p> <p><a href="https://www.planning.nsw.gov.au/policy-and-legislation/open-space">https://www.planning.nsw.gov.au/policy-and-legislation/open-space</a></p> <p>The Minister for Planning at that time (Anthony Roberts MP) had the below foreword. I have highlighted some of the key points he touches on.</p>

Item	Comment
	<div data-bbox="488 248 775 363"> <h2>Minister's foreword</h2> </div> <div data-bbox="488 475 967 643"> <p>Public open space is everyone's backyard, for everyday activities and extraordinary events. It's where our communities come together to enjoy moments that matter — celebrating a first birthday, seeing friends and family, cheering on a game, connecting with nature, and so much more.</p> </div> <div data-bbox="488 655 967 799"> <p>The NSW Government is already delivering more and better public open space by collaborating with state agencies and local councils, through programs like <i>Parks for People</i>, the <i>Public Space Legacy Program</i>, and <i>Everyone Can Play</i>.</p> </div> <div data-bbox="488 810 896 834"> <p>But together, we can do so much more.</p> </div> <div data-bbox="488 845 967 965"> <p>The <i>Public Open Space Strategy for NSW</i> provides a framework for implementing policies across Government and contributes to a more joined-up approach to public open space planning and delivery.</p> </div> <div data-bbox="488 976 967 1144"> <p>This ambitious strategy shows how we can coordinate, plan and continue to deliver public open space across our state. It provides essential guidance for effective, efficient and equitable provision, so we can make sure existing and future neighbourhoods are great places to live.</p> </div> <div data-bbox="488 1155 967 1227"> <p>By setting this direction for public open space, we are taking steps to create meaningful legacies for all communities.</p> </div> <div data-bbox="488 1249 967 1297"> <p><b>Anthony Roberts MP</b> Minister for Planning and Minister for Homes</p> </div> <div data-bbox="1010 480 1476 888">  </div> <div data-bbox="1541 228 1944 456"> <h2>Recreation hub: golfers chip in with own plan for Moore Park</h2> </div> <div data-bbox="1541 475 1635 504"> <p><b>Megan Gorrey</b> Sydney editor</p> </div> <div data-bbox="1541 518 1747 638"> <p>Moore Park's 18-hole golf course would be salvaged and parts of the fairway reworked as a "world-class" sport and recreation precinct under an alternative proposal golfers hope will fend off plans to split it into a new public park for Sydney's east.</p> </div> <div data-bbox="1541 638 1747 770"> <p>Amid debate about balancing rising urban density with access to green space, Premier Chris Minns last year vowed to slash nine holes from Moore Park Golf Course and convert nearly half the 45-hectare site into parkland for residents of Green Square, Redfern, Zetland and Waterloo in mid-2025.</p> </div> <div data-bbox="1541 770 1747 858"> <p>The move angered golfing enthusiasts, prompting an alliance of industry bodies — Golf Australia, PGA of Australia, Golf NSW and Moore Park Golf Club — to fight back with a new plan.</p> </div> <div data-bbox="1541 858 1747 991"> <p>The Moore Park Golf Collective's proposal, unveiled on Saturday, would transform about 15 hectares of underutilised land at the eastern suburbs course with a football oval, a BMX track, a dog park, a multi-storey 500-space carpark and a three-kilometre pedestrian and cycling path.</p> </div> <div data-bbox="1541 991 1747 1050"> <p>Golf NSW chief executive Stuart Fraser said the proposal would grant the public access to green space while retaining a full course.</p> </div> <div data-bbox="1541 1050 1747 1166"> <p>"Golf NSW believes the proposal provides a win-win solution for the NSW government and a growing Sydney by offering a multitude of recreational activities, whilst continuing to service the massive demand for publicly accessible golf via an 18-hole course," he said.</p> </div> <div data-bbox="1541 1166 1747 1254"> <p>Planning and Public Spaces Minister Paul Scully hadn't seen the details of the alternative proposal, but said the government "remains committed to having more public, green space".</p> </div> <div data-bbox="1541 1254 1747 1313"> <p>The prospect of shrinking the Moore Park course has been debated for years. Proponents including City of Sydney Lord Mayor</p> </div> <div data-bbox="1747 475 1953 579"> <p>Clover Moore and former premier Bob Carr have said it would give more people access to open space, while golfers say the 18-hole course is required for competitions, and the sport provides mental and physical health benefits for players.</p> </div> <div data-bbox="1747 579 1953 697"> <p>The government intends to reclaim the course's western boundary and part of the land north of Dacey Avenue for recreational space while retaining a nine-hole golf course and the operation of the existing driving range and clubhouse.</p> </div> <div data-bbox="1747 697 1953 713"> <p>Under the golfing sector's plan,</p> </div> <div data-bbox="1747 724 1953 896">  </div> <div data-bbox="1747 896 1953 930"> <p><b>NSW has plans to slash nine holes from the course.</b> Photo: Nick Moir</p> </div> <div data-bbox="1747 944 1953 1019"> <p>the site would have a smaller 18-hole course that could host local, state and national competitions, a shortened driving range with extra bays, and a mini-golf course.</p> </div> <div data-bbox="1747 1019 1953 1107"> <p>It also includes an adventure playground, a nature play space, a futsal court, an athletics hub, barbecues, a fitness trail and areas for eastern suburbs' banksia scrub regeneration.</p> </div> <div data-bbox="1747 1107 1953 1224"> <p>Save Moore Park Golf Club spokesman Jared Kendler said: "By enhancing existing infrastructure and revitalising unused and underutilised areas, the initiative aims to create a park that caters to diverse recreational interests in a financially sustainable way."</p> </div> <div data-bbox="1747 1224 1953 1313"> <p>Moore Park Golf Course is one of 16 government-owned public golf courses in metropolitan Sydney. It is run by a private operator under a service agreement with the NSW government.</p> </div>

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	<p>Additionally, there was a similar article in the Herald Sun on 10/11/2024 (refer above) in relation to a proposal to repurpose part of a golf course at Moore Park for more public open space in Sydney's eastern Suburbs and the now Minister for Planning, Paul Scully commented on that proposal saying that the government "remains committed to having more public, green space".</p> <p>Page 9 of the Public Open Space Strategy for NSW, is shown below with relevant sections highlighted. The SSD proposal is titled as "Hunter Indoor Sports Centre" but don't be fooled as this is not a multipurpose facility. The applicant for this development is Newcastle Basketball, with a funding commitment provided to Newcastle Basketball to build a basketball facility that will be owned and operated by Newcastle Basketball, it is just a basketball stadium.</p> <p>The ovals at Wallarah and Blackley are currently multipurpose ovals that are used by the local community, sporting groups and the high school and they are in line with what the people of NSW have asked for according to Page 10 of the Public Open Space Strategy for NSW.</p> <p><i>Extract from page 10 of Public Open Space Strategy for NSW.</i></p> <p>When we asked people what open space experiences they would like to see,<sup>2</sup> they requested more opportunities for swimming, more large open spaces, better connected networks of open space, more high quality and multipurpose open spaces, and certainty that public open spaces will be protected into the future. To deliver on these identified community needs and preferences, a coordinated approach to planning for public open space is needed across government.</p>

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	<p>Page 9 of Public Open Space Strategy for NSW.</p> <h2>Our vision</h2> <p><b>Thriving and resilient open spaces across NSW, enabled by the NSW Government through leadership, coordinated direction and support.</b></p> <p>This vision establishes what we are aspiring towards. It is supported by five broad objectives.</p> <p><b>OBJECTIVES</b></p> <ul style="list-style-type: none"> <li>Better recognition for public open space</li> <li>Stronger First Nations involvement</li> <li>Coordinated planning, governance, policy and funding</li> <li>Greater social, environmental and economic value</li> <li>Better outcomes for regional NSW</li> </ul> <p><b>DIRECTIONS AND ACTIONS</b></p> <p>Each of these five objectives will be achieved through specific, defined and targeted directions and actions, which can be adopted across all of Government.</p> <ul style="list-style-type: none"> <li>Recognise public open space as infrastructure that is essential for creating great places to live and supporting healthy and active lifestyles.</li> <li>Recognise access to public open space as fundamental to supporting healthy and active lifestyles for people of all ages, abilities and backgrounds.</li> <li>Establish an accountability that all Government landowners will manage public open spaces to their optimum extent.</li> <li>First Nations people's rights, knowledge and living cultures are respected and valued.</li> <li>Ensure partnership with First Nations people in the planning and delivery of public open space.</li> <li>Ensure spaces for First Nations cultural practices exist in public open space.</li> <li>Ensure coordination on public open space planning to meet current and future needs of the community.</li> <li>Create a consistent approach to public open space planning and delivery that is based on a common language and shared data.</li> <li>Collaborate and partner across Government to deliver public open space.</li> <li>Pursue opportunities to share public open space more effectively, through joint-use arrangements, co-management structures, memorandums of understanding, committees of management, and licensing agreements.</li> <li>Ensure the value of public open space in projects delivered across Government, including the economic, social and environmental benefits.</li> <li>Ensure a well-connected system of public open space that supports healthy habitats for plant and animal communities, and mitigates the impacts of a changing climate and urban heat for people.</li> <li>Provide public open space in areas where it is most needed.</li> <li>Ensure public open spaces are planned, designed and managed sustainably and are resilient.</li> <li>Ensure public open spaces are high quality and well maintained.</li> <li>Create opportunities for local business and skills formation, by recognising public open space as economic development infrastructure across NSW.</li> <li>Provide support and guidance for local Government in the planning, design and management of public open space.</li> <li>Provide a range of funding programs that are focused on the improvement and expansion of public open space in regional NSW.</li> </ul>



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