

Department of Planning, Housing and Infrastructure  
Industry Assessments  
GPO Box 39  
SYDNEY NSW 2001

Attention: Teresa Gizzi – [teresa.gizzi@planning.nsw.gov.au](mailto:teresa.gizzi@planning.nsw.gov.au)

**RE: Objection to the Hunter Indoor Sports Centre Development (SSD-65596459) – 2 Monash Road & 24 Wallarah Road, New Lambton**

I am writing as a local resident to strongly object to the proposed Hunter Indoor Sports Centre (HISC). After carefully reviewing the Environmental Impact Statement (EIS), the Response to Submissions, and the recent Amendment Report, I believe this project site is the wrong location and has multiple flaws in the proposal that need to be addressed with conditions should approval be granted.

Despite being revised, the project documents continue to ignore or downplay major issues. A summary of the concerns and previous concerns that were not addressed is below with more detailed information and references to relevant section of the documents prepared by the proponent provided in Attachment A.

### **1. Staging and Financial Sustainability**

The development is estimated to cost around **\$90 million**, but only **\$30 million is secured** – not even enough to complete Stage 1 under the proponent’s own costings (which range from \$42–62 million). This shortfall leaves the project exposed to cost blowouts, delays, or abandonment.

The claim that funding is “not an environmental issue” is unacceptable. Once the ovals and open space are lost, they are gone forever. If Stage 2 never proceeds, the community will be left with a half-finished facility and the permanent loss of green space. At a time when public money is needed for transport, housing, health, and education, this risky and inflated proposal is not a responsible use of funds.

### **2. Traffic Impact**

The traffic modelling is riddled with errors and unrealistic assumptions. Routes that Google Maps clearly shows as preferred were ignored or downplayed, especially through Lambton along **Young Road and Wallarah Road** – residential streets where children walk and cycle home from school.

Other problems include:

**Pedestrian safety:** The narrow Turton Road footpath remains unsafe despite minor widening, particularly near the creek where falls are likely.

**Intersection failure:** The Turton Rd/Griffiths Rd intersection will degrade to **Level of Service F**, with queues blowing out to over **500 metres** on weekends, yet no mitigation is offered.

**Parking overflow:** Even at full build-out, just **240 spaces** are proposed despite seating for **2,500 spectators** plus courts, gym and retail uses. Overflow parking at McDonald Jones Stadium is not guaranteed. This will push cars deep into nearby residential streets.

### **3. Event Management**

The proponent has not properly consulted with local stakeholders such as **Lambton Jaffas, the**

**Hockey Centre, Wests Rugby League and Lambton High School.** These facilities already compete for space, parking and traffic capacity, particularly when large events are on at McDonald Jones Stadium. Without enforceable conditions on scheduling and coordination, the community will face year-round disruption.

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

The site is simply unsuitable for a development of this scale.

The modelling shows a **30–35% loss of flood storage**, pushing water elsewhere—but it's not clear where as the maps appear to have errors. Independent experts have admitted they are not qualified flood modellers, meaning the results cannot be trusted without independent hydrological review. Approving this development without certainty would knowingly increase flood risks for nearby homes and families

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

This development would permanently erase two multipurpose ovals (Wallahah and Blackley) that are heavily used by the school and community. The replacement is not multipurpose—it is a basketball stadium, owned and operated by a Newcastle Basketball.

The proposal directly contradicts the **NSW Public Open Space Strategy (2022)**, which commits to expanding and protecting community green space. The government cannot on one hand promise more green space for NSW, while on the other hand approving developments that wipe it out in Lambton, also what happened to the Football Centre of Excellence at Wallarah Park identified in the **City of Newcastle Strategic Sports Plan (2020)**.

#### **6. Visual impacts**

Residents and Lambton High students will face a massive building with no proper screening. The visual impact assessment avoided assessing the closest and most affected viewpoints.

#### **Conclusion**

The Hunter Indoor Sports Centre is needed but it's proposed in the wrong place and is the wrong solution. It is financially uncertain, traffic-clogging, flood-prone, and environmentally destructive. It risks leaving the community with half-built infrastructure, dangerous flood conditions, and a permanent loss of green space.

I therefore strongly urge the Department to reject this proposal, or at the very least require the proponent to demonstrate full funding, provide independent traffic and flood reviews, and properly address community consultation before any approval is considered.

Thank you for considering my objection. I ask that my concerns be formally recorded as part of the assessment process.

Yours sincerely,

Laura Keys, concerned resident  
3 Bindera Road, Lambton NSW 2299

**Attachment A – Detailed Assessment**

Black Text = Text and issues raised in the EIS phase (for context)

Red text = Additional text issues and commentary raised from the Response to Submissions and Amendment Report

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. - <b>Note the amendment report has not updated the estimated development cost, however it is clear there have been changes to the proposal from the original submission at EIS phase. Additionally, the EDC at EIS phase assumed construction would commence end 2024 and that escalation beyond end-2025 is excluded, hence the development proposal will cost significantly more than what has been estimated.</b></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 (note there is almost 12 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</p>

a 2,500-seat show court) seems excessive and unwarranted, particularly given the redevelopment of Broadmeadow through the Broadmeadow Place Strategy 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.

**Breakdown of Staging and Costs - Note Amendment Report appears to combine Stage 1A and Stage 1B into new Stage 1, and Stage 2 remains as Stage 2.**

The proposed stages of the project, as outlined in the EIS and appendices, include

**Stage 1A:** (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)

- Single-storey building (included in new stage 1)
- 6 community courts (included in new stage 1)
- Supporting amenities and other facilities (included in new stage 1)
- 110 Car Parking spaces including drop-offs (included in new stage 1)
- Participants change rooms and public amenities (included in new stage 1)
- To consolidate lots 2377 to 2380 as part of the development proposal. (included in new stage 1)
- Sewer diversion (included in new stage 1)
- Demolition of existing Amenities building (included in new stage 1)
- Removal of nominated existing trees (included in new stage 1)

**Estimate of Stage 1A – Estimate = \$30.8M to \$41.2M based on rates used in Appendix G – assumes rates from EDC summary table**

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

Professional, consulting and design fees (1/3 only) = \$1.4M

Contingency (1/3 only) = \$1.7M

**Stage 1B:** (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)

- Extend the HISC Facility to the West to provide two (2) additional basketball courts (included in new stage 1, as now 8 courts in total)
- Addition of a mezzanine level for function rooms, administration spaces, and training areas. (included in new stage 1)
- Expanding the car park to include an additional 75 spaces, bringing the total to 185 spaces. (included in new stage 1)
- Remove additional trees to accommodate the building expansion. (included in new stage 1)

**Estimate of Stage 1B – Estimate = \$12M to \$20.5M based on rates used in Appendix G – assumes rates from EDC summary table**

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

**Stage 2:** (page 11 of Appendix TT) – note also that only after completion of Stage 2 is the existing basketball stadium at Broadmeadow is redundant.

- 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. (included in new stage 2)
- Extending the southern side to include a high-performance training area and one additional court. (included in new stage 2)
- Expanding the mezzanine level for more corporate spaces. (included in new stage 2)
- Expanding the car park to include an additional 55 spaces, bringing the total to 240 spaces. (included in new stage 2)
- Extension of the existing building with a total additional GFA of approximately 7,180m<sup>2</sup>
- Mezzanine Level – an extension of the mezzanine to provide additional corporate spaces (included in new stage 2)

- An additional 6 courts for basketball and other sports (only 4 courts additional in total 12 courts)
- A show court with 2,400 seats (included in new stage 2)
- a cafe and social zone (included in new stage 2)
- tenant areas for associated health and wellbeing services (included in new stage 2)
- Athlete development and training facilities (included in new stage 2)

**Estimate of Stage 2 (including previous stages) – \$90,875,861 from Appendix G**

The amendment report appears to consolidate Stage 1A and Stage 1B into a newly defined Stage 1. According to previous EDC estimates, the cost of these combined stages ranged between approximately \$42 million and \$62 million. It is evident that the proponent does not currently have sufficient funding to complete even this initial stage, let alone Stage 2 of the development. Furthermore, given the time that has elapsed since the EDC was undertaken, and the assumptions made regarding cost escalation and timing of construction commencement, there is a high risk of significant cost overruns.

I strongly disagree with the statement in Section 3.1.4 – *Staging*, on page 25 of the *Response to Submissions and Amendment Report*, which asserts that:

*"The availability of funding is not an environmental assessment issue, rather an implementation matter for BANL to resolve following project determination."*

As stated in my original submission on the Environmental Impact Statement (EIS), the lack of funding certainty creates a significant risk that the project will be delayed, abandoned, or left incomplete. This would result in long-term, irreversible consequences for the local community — including the permanent loss of green space, outdoor sporting facilities, and the potential for an underutilised or non-operational facility if Stage 2 is never delivered.

If BANL wishes to proceed with a development proposal of this scale, it must demonstrate that it has the financial capacity to construct the project in full and ensure its long-term sustainability. If the Department of Planning, Housing and Infrastructure (DPHI) is considering approval, it should include a condition requiring that Stage 2 be completed within a defined and reasonable timeframe following the completion of Stage 1. This is critical to ensuring that the full community benefits — as described throughout the Amendment Report and EIS — are actually realised.

A key concern is that without clarity and assurance around funding, there is a real risk the approved development will not be delivered in its entirety, thereby undermining the stated public benefits. To avoid this, DPHI should consider implementing the

	<p>following conditions (if the project is approved):</p> <ul style="list-style-type: none"> <li>• <b>Staged approval</b>, with clear obligations and timelines for the completion of all stages;</li> <li>• <b>Financial assurance</b>, requiring the proponent to demonstrate its capacity to fund the full project before construction commences;</li> <li>• <b>Pre-construction funding conditions</b>, stipulating that no construction activity may begin until verified funding for the entire project is secured;</li> <li>• <b>Ongoing compliance monitoring</b>, including regular reporting on the project's financial position to allow early intervention if funding becomes an issue.</li> </ul> <p>Without these safeguards, the community may be left with partial infrastructure, unrealised benefits, and lasting environmental impacts.</p> <p>It must be asked: <b>Would DPHI approve a transport or mining project where the proponent admits they can only build part of the infrastructure now, and "might" build the rest later, depending on whether they can secure further funding?</b> It is imperative that the full scope of the development — including both Stage 1 and Stage 2 — is locked into the Conditions of Approval if this project is to proceed.</p> <p><b>Once the ovals and green space are lost, they cannot be returned. The decision must ensure that this risk is not passed on to the community.</b></p>
<p><b>Traffic</b></p>	<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. – <b>Note there is updated documents as below</b></p> <ul style="list-style-type: none"> <li>- Traffic Impact Assessment, Appendix L dated May 2025</li> <li>- SIDRA technical note, Appendix M dated 30/4/2025</li> <li>- Green Travel plan, Appendix N, dated May 2025</li> <li>- Traffic Management Plan, Appendix O, dated 3 June 2025</li> </ul>

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 to Google Maps (screenshots below) suggested routes to Wallarah Oval from selected suburbs, particularly those in western suburbs of Newcastle and from Hunter Expressway – **Note these sections are unchanged from the EIS version. It is noted that Section 5.7.1.1 of the RTS and amendment report states that**

*“Traffic modelling completed by Bitzios Consulting has been updated to address minor technical comment provided by TfNSW, however no changes to traffic volumes or trip distribution were required.” I question whether someone qualifies to assess traffic distribution and traffic models actually even reviewed and commented on this from TfNSW.*

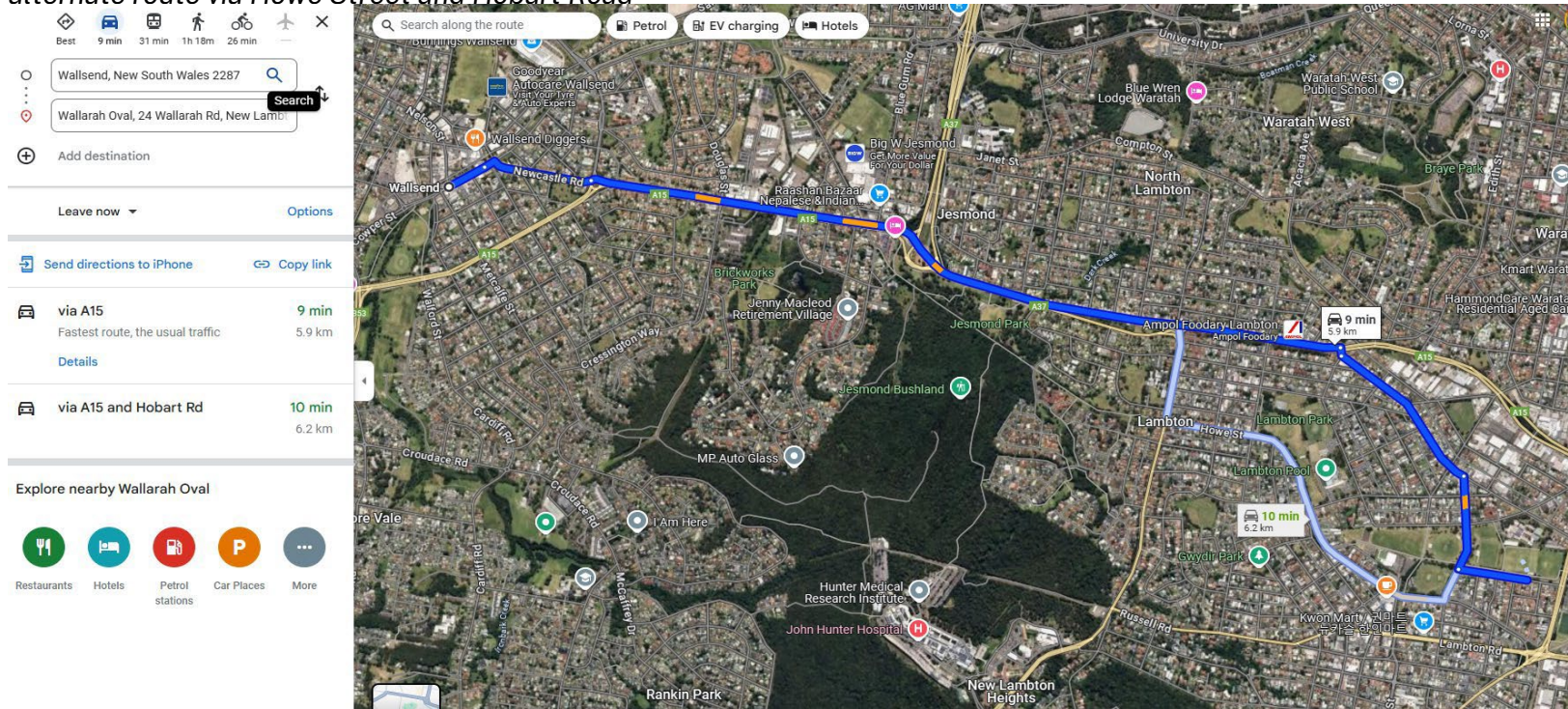
Under Section 1.5 - Authority request for information, there was an issue raised to state that nearly 60% of routes were different to that stated in the TIA and that TfNSW has reviewed the trip assignment again and is satisfied that no further consideration of this matter is required. How have they come to this conclusion and I request further information on the trip assignments and distribution of trips (inbound) to the site. The traffic assignment does not appear to be reflective of what traffic will actually do to arrive at the HISC site, I'd suggest that this is peer reviewed by an accredited traffic consultant. Refer to my previous screenshots from Google Maps below.

As an example in Figure 4-1 of the TIA, the inbound trip distribution has 5% of traffic from Newcastle Road turning right onto Croudace Rd to access the HISC site and only 4% accessing via Young Road/Wallarah Road and another 4% turning right at Turton Road. I can see why SECA would do this in the model as it underestimates the trips onto Wallarah/Monash Road. The proposal is stating that only 13% of trip arrivals will come down the A15 Griffiths Road from the Maitland LGA, Greater Hunter Valley (e.g. Cessnock, Kurri Kurri), western suburbs of Newcastle LGA (Wallsend, Fletcher and Maryland) and Northern suburbs of Lake Macquarie LGA (Morisset, Edgeworth and Cameron Park). This is a significant population area which the current and future (once Rankin Park to Jesmond, Hexham Straight and M1 extension to Raymond Terrace road projects are complete) state road network directs these population centres to the A15 state road to then access the proposed development. The distribution here is significantly underestimated which then in turn brings the whole traffic distribution and analysis under scrutiny and questions the accuracy and integrity.

As currently stands in the trip distribution 26% (56 vehicles per hour) of vehicles arriving at the site will use Wallarah Road/Monash Road to access the site. This is a significant increase (50% on the weekday PM peak and >100% increase on the weekend AM peak) on a local residential street. However, as mentioned above that is underestimated.

Additionally, the inbound trip distribution in Figure 4-1 only equals 98% as opposed to 100% which is fundamental error for someone who should be experienced with making number add up properly.

*From Wallsend to proposed development – Google maps shows preferred route via Young Road, Wallarah Road and alternate route via Howe Street and Hobart Road*



From Edgeworth to proposed development – Google maps shows preferred route via Young Road, Wallarah Road and alternate route via Russell Road and Wallarah Road

Best 16 min 55 min 2h 39m 48 min

Edgeworth, New South Wales 2285

Wallahah Oval, 24 Wallarah Rd, New Lambton

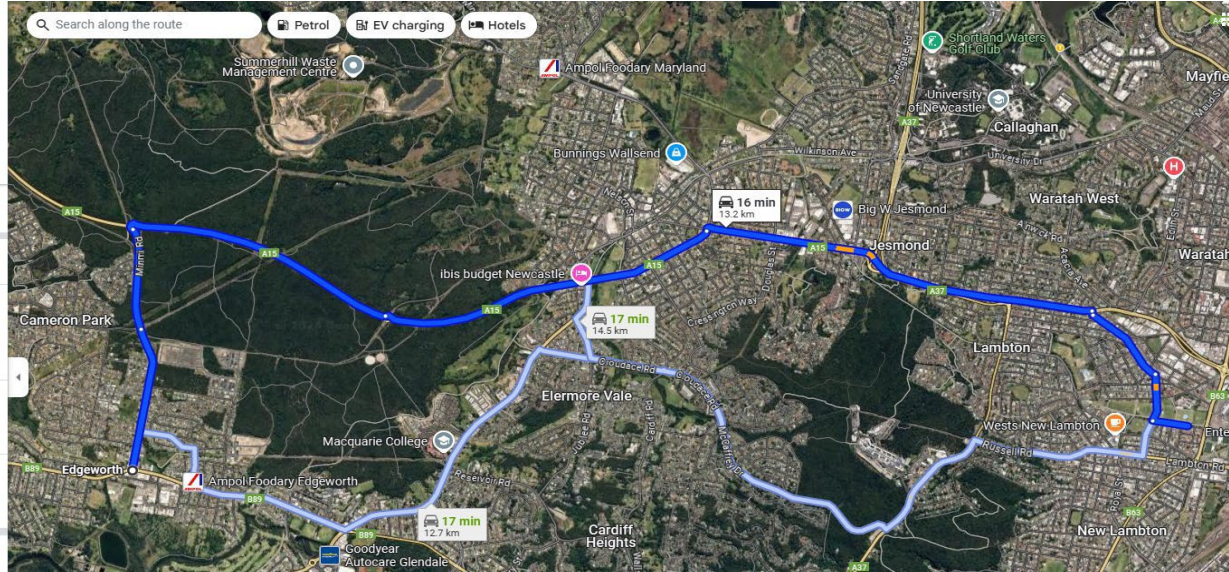
Add destination

Leave now Options

Send directions to iPhone Copy link

via A15	16 min	13.2 km
Fastest route, the usual traffic		
Details		
via Lake Rd/B53	17 min	12.7 km
via Newcastle Link Rd/A15	17 min	14.5 km

Explore nearby Wallarah Oval



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

The screenshot displays the Google Maps interface with a route from Maryland, New South Wales 2287 to Wallarah Oval, 24 Wallarah Rd, New Lambton. The preferred route is highlighted in blue and follows Young Road, Wallarah Road, and then through Jesmond and Waratah West. The interface includes a search bar, navigation icons, and a list of route options.

**Route Options:**

Route Description	Time	Distance
via A15 Fastest route, the usual traffic	13 min	9.0 km
via Newcastle Rd/A15	13 min	9.9 km
via Maryland Dr	14 min	10.1 km

**Map Labels:** Maryland, Wallarah Oval, Wallarah Road, Young Road, Jesmond, Waratah West, Waratah, Lambton, Wallarah, George Street, Newcastle Rd, A15, A37, A11, A166, A167, A168, A169, A170, A171, A172, A173, A174, A175, A176, A177, A178, A179, A180, A181, A182, A183, A184, A185, A186, A187, A188, A189, A190, A191, A192, A193, A194, A195, A196, A197, A198, A199, A200, A201, A202, A203, A204, A205, A206, A207, A208, A209, A210, A211, A212, A213, A214, A215, A216, A217, A218, A219, A220, A221, A222, A223, A224, A225, A226, A227, A228, A229, A230, A231, A232, A233, A234, A235, A236, A237, A238, A239, A240, A241, A242, A243, A244, A245, A246, A247, A248, A249, A250, A251, A252, A253, A254, A255, A256, A257, A258, A259, A260, A261, A262, A263, A264, A265, A266, A267, A268, A269, A270, A271, A272, A273, A274, A275, A276, A277, A278, A279, A280, A281, A282, A283, A284, A285, A286, A287, A288, A289, A290, A291, A292, A293, A294, A295, A296, A297, A298, A299, A300, A301, A302, A303, A304, 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From Morisset to proposed development – Google maps shows preferred route via Young Road, Wallarah Road

Best 38 min 55 min 9 hr 2h 26m

Morisset, New South Wales 2264

Wallahah Oval, 24 Wallarah Rd, New Lambton

Add destination

Leave now Options

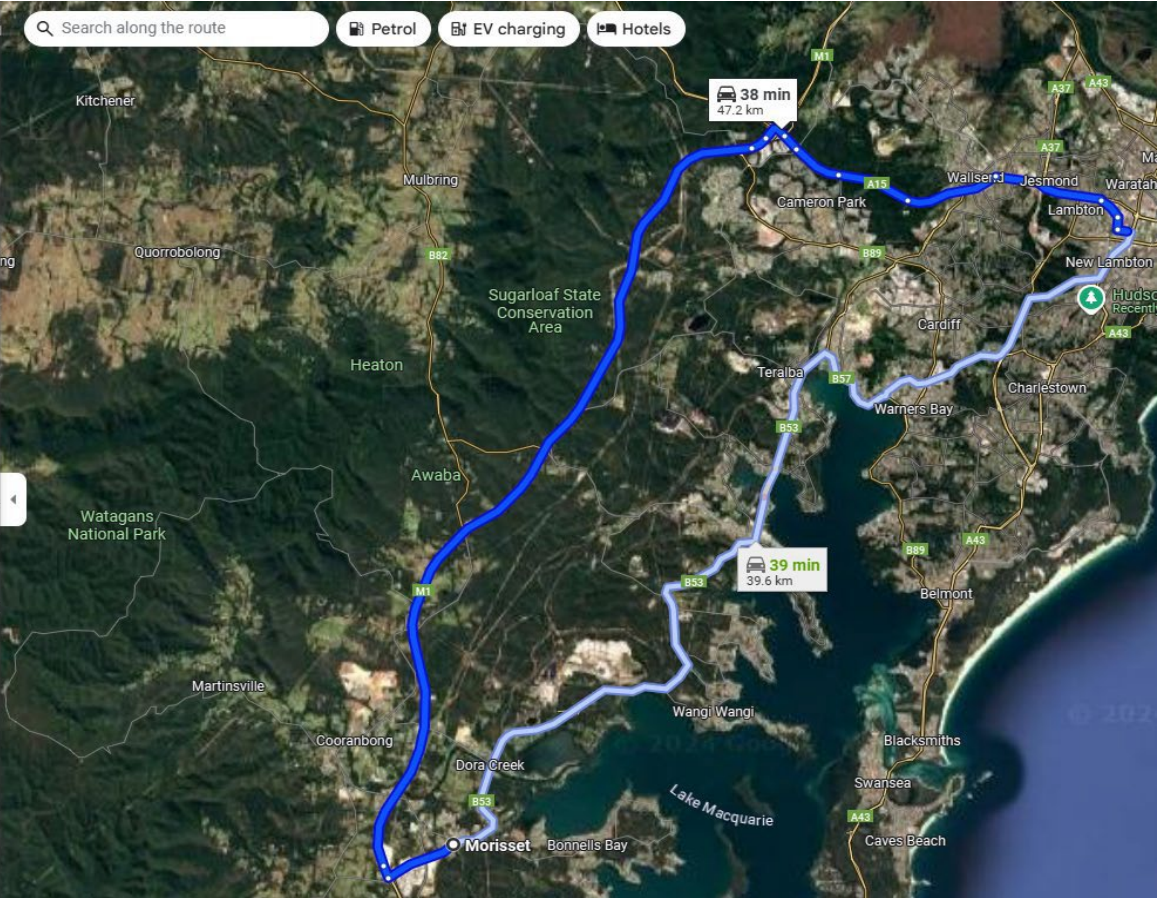
Send directions to iPhone Copy link

via M1 38 min  
Fastest route, the usual traffic 47.2 km  
Details

via B53 39 min  
39.6 km

Explore nearby Wallarah Oval

Restaurants Hotels Petrol stations Car Places More



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

Best 27 min 2h 5m 7 hr 2h 5m

Kurri Kurri, New South Wales 2327

Walarah Oval, 24 Wallarah Rd, New Lambton

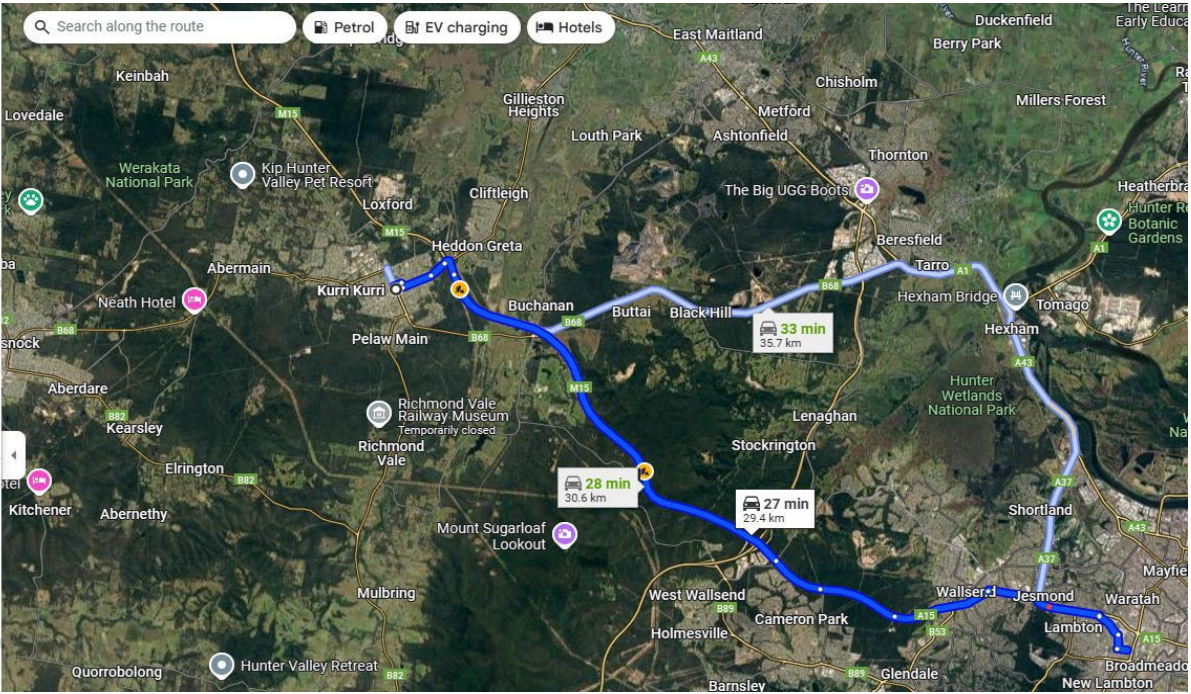
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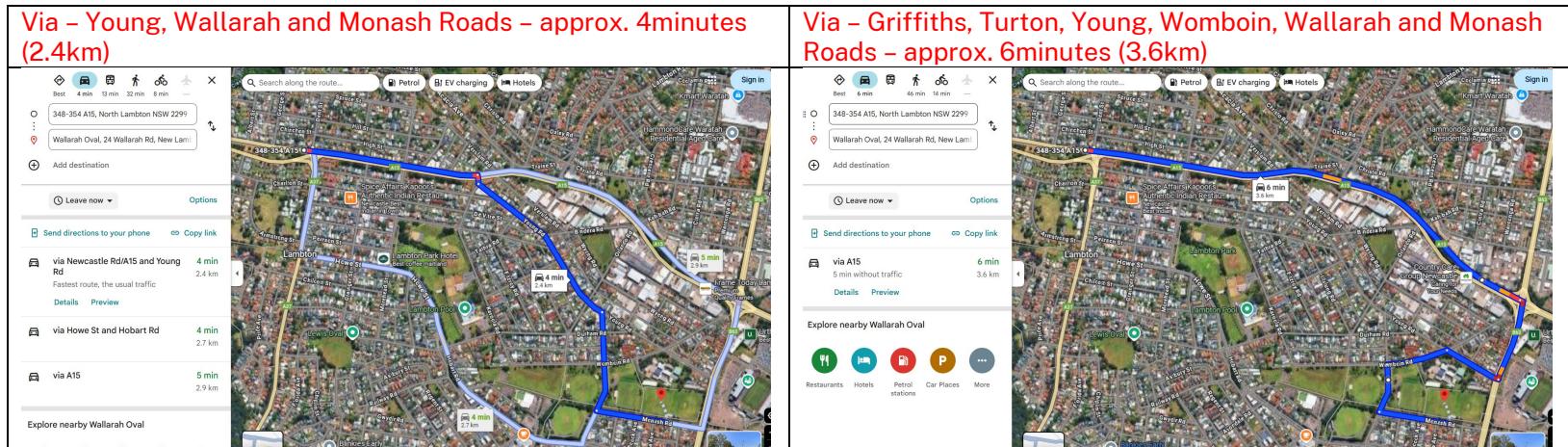
Send directions to iPhone Copy link

via M15	27 min
Fastest route, the usual traffic	29.4 km
Details	
via M15 and A15	28 min
	30.6 km
via John Renshaw Dr	33 min
	35.7 km

Explore nearby Wallarah Oval



To clearly indicate the point of traffic distribution the example below shows difference in travel time and distance from the intersection of Griffiths Road and Croudace Road to the proposed development is shown below. The additional time and km travelled in the below example is approx. 2 minutes and an additional 3 sets of traffic light signal intersections and 1.2km. This is clearly not the route that traffic will take to access the development.



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. – the dedicated left in lane has been removed, however Section 5.1.6 of the TIA still includes the left turn lane into the site. The traffic assessment needs to be updated to remove this and the potential effect it may have on through traffic due to vehicles slowing down to turn from the through lane into the site.

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 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) – the footpath has been widened at the front of the development on Turton Road, but there is still a risk associated with pedestrian and cyclist safety, with potential conflicts between cyclists using the R5 Broadmeadow to Brickworks cycle route adjacent to Lambton Kerraik Creek and pedestrians who propose to use the new HISC facility (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.

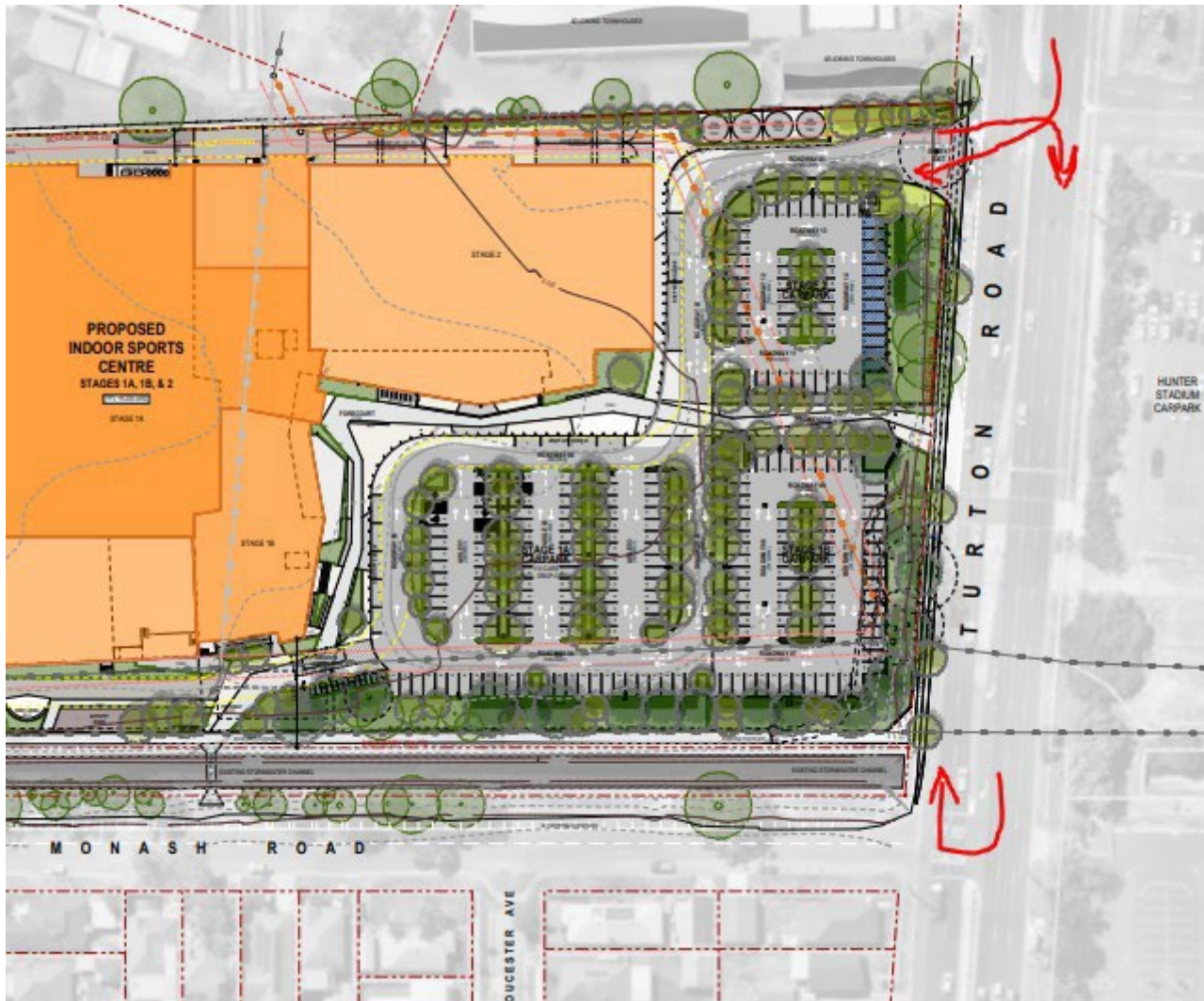
4. There is a permanent loss of parking on Turton Rd due to the access provided. – this is still a concern directly adjacent to the development (refer image below) for reduction in number of parking spaces, considering the amount of available space in the area for the nearby units and residences on Turton Road this is unacceptable. The appears to be enough space for 1 car.



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. – this has not been addressed and it is made slightly worse by the amended proposal as the driveway entry and exit has been moved 3m south

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

- a. performing a u turn on Turton Road at the intersection with Monash Road. – a U-turn sign has been proposed but I doubt this will deter users and will still result in poor road safety and compliance, suggest a road safety audit is undertaken.
- b. performing a right turn from Turton Road at the intersection with the McDonald Jones stadium access – the driveway entry and exit moved 3m south has partially addressed this as the manouvre would be more difficult, although some residual risk remains and the movement is still possible.
- c. performing a straight or right turn movement out of the development onto the southbound carriageway of Turton Road - – the driveway entry and exit moved 3m south has partially addressed this as the manouvre would be more difficult, although some residual risk remains and the movement is still possible.



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



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? **Noted proposal doesn't propose any upgrades, however also note comments on item 1 above re: traffic distribution being underestimated which heavily influences the assessment of whether an upgrade is required.**

Traffic impact assessment other issues

Traffic signals – statement under section 5.4

- *Pedestrian movements are quite nominal/insignificant and hence unlikely to impact any of the signalised intersection phase times in a larger scale.*

Why aren't pedestrian movements considered in the sidra analysis, especially that the development will see traffic generated of an afternoon/evening and weekends when the precinct is quite busy particularly when other events may be on in the area such as at McDonald Jones Stadium, traffic using the dedicated pedestrian lights, and people wanting to use the HISC?

Sidra results - Table 4.5 Base case v Project case sidra results comparison.

Intersection of Turton Rd and Griffiths Rd

- Weekday PM peak goes from a LOS E to LOS F with an average additional delay of 11 seconds due to the development. Why has TfNSW not forced the proponent to provide any mitigation measures to reduce this delay.
- Weekend peak goes from a LOS C to LOS F with an average additional delay of 44 seconds and 95<sup>th</sup> percentile queue from 17m to 517m due to the development. Why has TfNSW not forced the proponent to provide any mitigation measures to reduce this delay. This increase would appear to impact traffic heavily at this intersection and doesn't consider any future traffic growth.

**Table 4.5: Base Case vs Project Case SIDRA Results Comparison**


Intersection	2024 Base					2024 Project					Average Delay Difference
	Traffic Volume (veh/h)	DoS (v/c)	Average Delay (s)	LoS	95th Percentile Queue (m)	Traffic Volume (veh/h)	DoS (v/c)	Average Delay (s)	LoS	95th Percentile Queue (m)	
<b>AM Peak</b>											
Turton Road / Griffiths Road	4,889	0.85	35.4	LOS C	149	4,897	0.87	35.7	LOS C	149	0.3
Turton Road / Young Road	2,697	0.58	7.3	LOS A	78	2,726	0.59	7.2	LOS A	78	-0.1
Turton Road / McDonald's Jones Stadium	2,675	1.79	902.8	LOS F	103	2,719	1.79	894.8	LOS F	103	-8.0
Turton Road / Monash Road / Newcastle Hockey Centre Northern Exit	2,676	1.07	1,128.7	LOS F	32	2,720	1.09	1,311.1	LOS F	40	182.4
Turton Road / Lambton Road / Bridges Road	4,234	0.93	44.9	LOS D	254	4,269	0.93	45.1	LOS D	257	0.2
<b>PM Peak</b>											
Turton Road / Griffiths Road	5,816	1.04	61.9	LOS E	291	6,091	1.15	73.3	LOS F	301	11.4
Turton Road / Young Road	3,528	1.04	27.4	LOS B	177	3,803	1.04	33.3	LOS C	177	0.0
Turton Road / McDonald's Jones Stadium	3,429	1.17	211.5	LOS F	113	3,642	1.17	187.7	LOS F	113	-23.8
Turton Road / Monash Road / Newcastle Hockey Centre Northern Exit	3,451	3.08	1,893.1	LOS F	364	3,663	3.35	2,130.5	LOS F	552	237.4
Turton Road / Lambton Road / Bridges Road	5,509	1.05	69.2	LOS E	411	5,665	1.05	74.2	LOS F	491	5.0
<b>Midweek Peak</b>											
Turton Road / Griffiths Road	4,780	0.71	36.2	LOS C	17	4,934	1.42	80.8	LOS F	517	44.6
Turton Road / Young Road	2,763	0.45	12.8	LOS A	12	2,917	0.59	15.5	LOS A	82	1.1
Turton Road / McDonald's Jones Stadium	2,664	1.48	638.7	LOS F	12	2,791	1.48	595.7	LOS F	113	-43.0
Turton Road / Monash Road / Newcastle Hockey Centre Northern Exit	2,704	1.06	1,043.6	LOS F	5	2,831	1.33	1,677.2	LOS F	64	633.6
Turton Road / Lambton Road / Bridges Road	4,123	0.72	32.7	LOS C	23	4,215	0.70	37.4	LOS C	177	4.7

Section 5.2.3 background traffic and other developments – how and why has TfNSW advised zero growth over 10 years. Was this advised by the Strategic Transport Planning Branch within TfNSW? There is this development proposed, upgrades to other surrounding network such as the Inner City Bypass at Rankin Park to Jesmond, other developments approved such as a new Woolworths at Broadmeadow, the changes proposed for the Broadmeadow Place Strategy and even Step 3 of Section 3.3 of the Guide to Transport Impact Assessment, Technical Guidance for transport practitioners (TS00085) prepared by the Strategic Transport Planning Branch of TfNSW provide guidance on future conditions and determining growth rates in line with best practice and based on historical data or derived from the Census Journey to work data, why wasn't this adopted?

Validity of the traffic study completed. Data was captured from the 4/4/2024 to 6/4/2024 and this data is not considered a representative sample suitable for traffic assessment. During this time the area received considerable rainfall with almost 100mm across those days and 77mm on the 6/4/2024 (refer extract from BoM below). As per above, Step 3 of Section 3.3 of the Guide to Transport Impact Assessment, Technical Guidance for transport practitioners (TS00085) prepared by the Strategic Transport Planning Branch of TfNSW provide guidance on data collection and analysis. In particular the guide states

“Where suitable data is not publicly available, the applicant is responsible for collecting data. In general, observational counts are preferred and should be reflective of typical conditions. Data collection should consider variations such as demands across the week, seasonality, and weather conditions. Periods of lower demand should be avoided, such as school holidays.”

Station: Newcastle Nobbys Signal Station AWS      Number: 61055      Opened: 1862      Now: Open  
 Lat.: 32.92°S      Lon.: 151.80°E      Elevation: 33m



Show in table... ▾      Key: Units = mm    12.3 = Not quality controlled. ↓ = Part of accumulated total  
 28.0      Move mouse over rainfall total to view the period of accumulation.

2024 ▾	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Graph												
1st	0.2	27.6	2.4	0	39.8	20.2	4.4	8.8	0	0	0.2	5.2
2nd	0	0	0	0	8.4	37.2	11.4	4.0	0	0	10.6	0.2
3rd	0	0	0	2.8	4.4	0.4	20.8	0.2	0		0	0.2
4th	0	0	0	1.4	9.2	0	9.4	0	0		0	0
5th	6.0	0	0	20.2	21.8	0	0	0	0	0	3.4	0.2
6th	0.2	0.6	0	77.0	107.4	9.0	6.4	14.6	0	0	0.2	0
7th	0	10.6	0	0	2.6	17.6	1.8	0.2	0	0	0	0.2
8th	0	6.0	0	0	6.4	0	2.0	0	0	0	15.8	10.8
9th	1.2	0	0	0	0	0	6.6	0	0	9.4	0	0.4
10th	0.2	5.4	0	2.0	0	0	0.4	0	0.2	0.2	0	0.2
11th	0	0	0	0	21.2	0	0.2	3.6	0	0	0	0
12th	0	0	0	0	9.0	0	0	1.4	0.6	1.8	14.2	0
13th	0	0	0	0	0	0	0	1.0	6.6	1.6	11.0	0
14th	0	0	0	0	0	0	0	1.6	1.6	0	7.4	0
15th	1.8	17.4	5.4	0	0.8	48.2	0	13.4	0.2	22.4	0	0
16th	0	45.0	1.2	0	0.2	5.6	0	5.2	6.8	1.2	0	0.2
17th	0	4.4	4.8	0	0	0	0	0.8	4.6	0.8	0	0
18th	20.4	0	2.4	0.2	0.2	0.2	1.4	0	0	0.2	6.0	0.2

**Parking**

Stage 1 provides 185 car parks for the following facilities

- 8 x sports courts, and other ancillary facilities

Assuming that in busy periods these 8 courts are fully utilised for basketball or other sports assuming 8 people on each side, plus umpires and staff to run the centre there could be a minimum of 160 people at any time. But then the next

game starts and this amount of people need somewhere to park as well. Likely they will need to use local streets within the area.

Once Stage 2 is implemented though, there is only an extra 55 spaces provided for the following additional facilities

- 3 x sports courts
- Grandstand seating for 2,500 persons
- Extension to training space, mezzanine and gym.

This hardly seems like enough parking for the full Stage 1 and Stage 2. Where will the overflow parking be located? What about other competing sports such as those at McDonald Jones Stadium (MJS), Arthur Edden Oval, Hockey Centre and Wests Cricket and Rugby League.

Section 5.5.5 of TIA indicates that overflow parking would be at MJS, however Venues NSW indicated that this wouldn't be available for use.

The local community already deals with significant parking issues during other "high impact" events in the area, such as those at the hockey centre and MJS, with the proponent just stating they will avoid those days for their own events so that parking is managed in the area. But what this does is actually impact the community for more days/year on the local community for parking impacts. This is not an improved outcome for the community, a multi storey carpark adequate for the size of the development is probably required, but it's clear why this isn't proposed (money)

#### 5.5.5 Proposed Parking Supply

Formal parking is provided throughout the site with 240 spaces, including eight accessible spaces and nine spaces for drop offs.

Parking shall be developed per the following stages:

- Stage 1            185 spaces
- Stage 2            55 spaces

There are also 12 motorbike parking spaces as well as parking for bicycles.

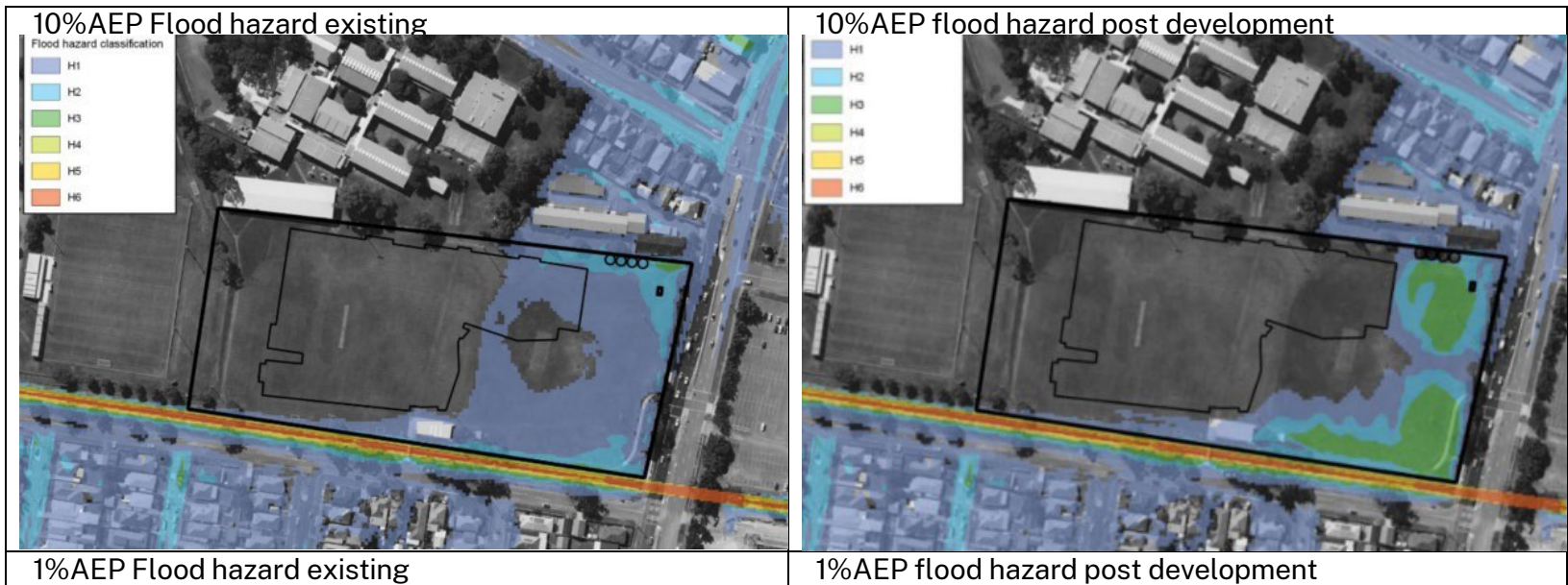
During peak events, (Medium and Large spectator-based events) overflow parking is available in a manner consistent with other uses in the precinct with public parking provided along Monash Road or on other local streets abutting the playing fields and park areas. Should there be no events being held at McDonald Jones Stadium during these times, casual parking may also be available in the stadium carpark as detailed in the Event Management Plans prepared for the site.

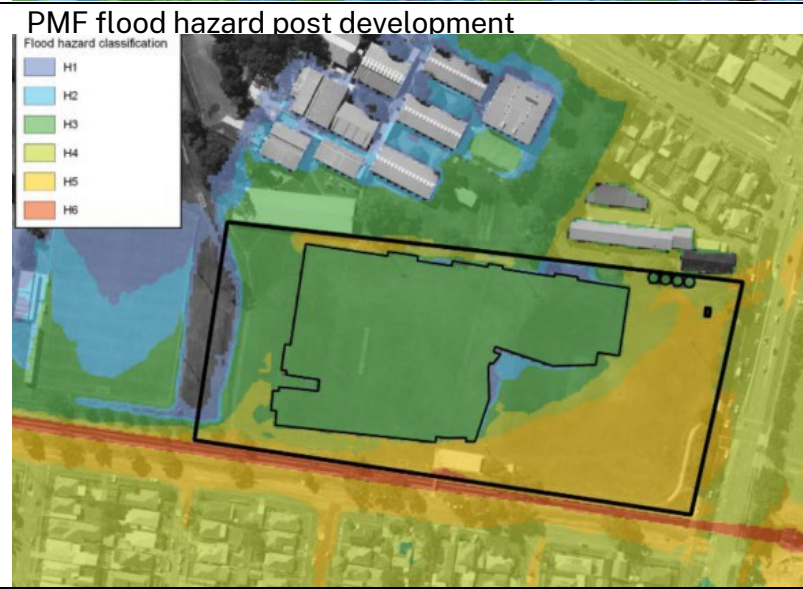
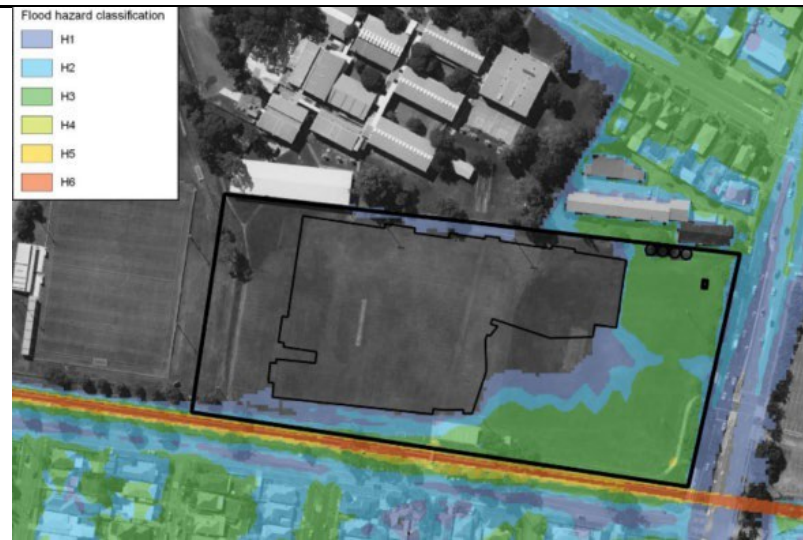
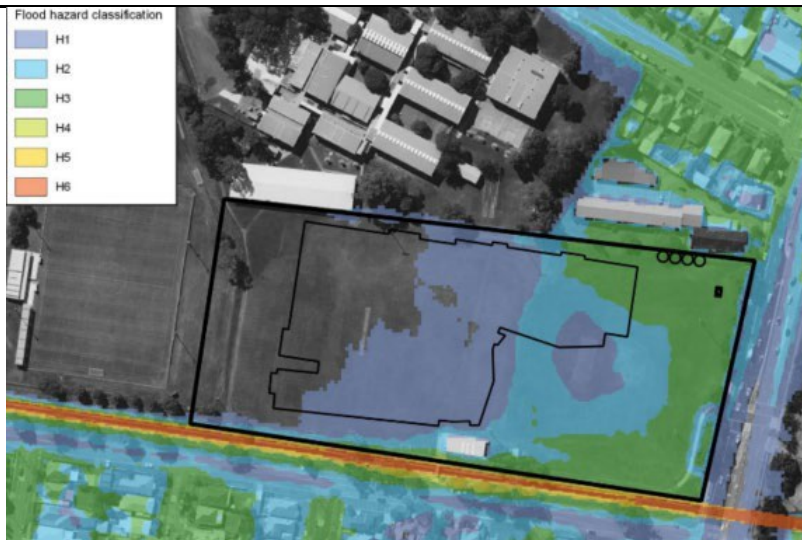
<b>Event Management</b>	<p>The proposed development of the Hunter Indoor Sports Centre (HISC), as outlined in the Environmental Impact Statement (EIS) and its associated appendices, raises several significant concerns, particularly regarding the proposed event management.</p> <p>Stated in the EIS:  “The 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.” – <b>Note Venues appear to have been consulted and access to MJS appears unlikely.</b></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 (<b>mentioned they will consult for major events, planning must add this as a condition if project is approved</b>)</li> <li>• Lambton Jaffas Football Club, NPL Games at Arthur Edden Oval (<b>not addressed or mentioned</b>)</li> <li>• Western Suburb Leagues Club, Newcastle Rugby League at Harker Oval (<b>not addressed or mentioned</b>)</li> </ul> <p>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. (<b>not addressed or mentioned</b>)</p> <p><b>DPHI must consider strict conditions in the operation phase if project is approved to ensure impacts particularly those labelled as “high impact” events are co-ordinated and relevant stakeholders are consulted.</b></p>
<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 aspects of the flood planning controls non-conformance with condition C-7 is considered the</i></p>

*better option for overall flood risk management.”*

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 carpark, 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. – **noted carpark is raised and now C-7 is satisfied.**

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 >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.





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.



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. – I note the FIRA and FERP have been reviewed by Stevn Molino of Water Technology Pty Ltd who states in his letter dated 10 June 2025

*“I am not a flood modeller and can provide no commentary on the quality of the flood modelling undertaken by Torrent Consulting and upon which both the FIRA and FERP rely. Instead, I have taken the reported flood modelling outputs at face value as being accurate and my commentary reflects that assumption.”*

Therefore, how do we know this modelling is accurate and correct. I request that DPHI request the independent review of the model be undertaken by a suitably qualified hydrologist who is experienced in flood modelling in

particular the application and use of TUFLOW software. There are various inputs within TUFLOW that affect the results including but not limited too

- a. The digital terrain used and its accuracy (topography)
- b. Rainfall characteristics (intensity, duration and spatial distribution to create the required hydrographs)
- c. The coefficients used for different land use and materials on site and surrounding
- d. How existing and proposed drainage structures are modelled, blockage factors used
- e. The boundary conditions assumed
- f. Model setup, calibration and validation choices used and matching the model to observed flood levels and durations
- g. Grid cell sizes, cutoff depth for duration times

The above are all parameters that can affect the result outputs and suggest this needs to be independently verified by a competent hydrologist.



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. - I still believe that this type of condition is warranted. Although some impacts may appear minor based on

the suite of results, this could affect residents insurances and may cause residents to now flood who didn't before.

The below screenshot is from the City of Newcastle – Know Your Flood Risk - flood portal. The site of the development is proposed in an area of low flood risk and very low flood risk and adjacent to a medium and high flood risk area (Lambton Kerrai Creek). It is not clear if the proposed development will result in any changes to the mapped flood risk, as this has not been reported within the documents. The report focuses on flood hazard which appears to be different to flood risk. I'd suggest DPHI consider a condition that ensures any necessary changes to flood risk are communicated to CoN to allow for any changes in mapping to occur, so that nearby residents are aware.



The updated FIRA states in the executive summary  
*“This 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.”*

However, later in the report (Section 6.2.2) states that condition C-1 isn't met and there is a reduction in flood storage on site from

- 8500m<sup>3</sup> to 6000m<sup>3</sup> in the 1% AEP event (approx. 29.5% reduction)
- 44300m<sup>3</sup> to 28600m<sup>3</sup> in the PMF event (approx. 35.3% reduction)

Flood storage is important as the ovals act essentially as large detention areas so that other low lying areas are mitigated against flooding.

This reduction results in that flood storage going elsewhere and one of two things that must happen from a flooding perspective

- It takes water longer to flow past the site due to reduced storage and this means flood level increases and duration of inundation increases to absorb the reduction in storage; or
- The water flows faster and the same volume of water flows past the site still, but it does so more quickly; or
- A combination of the above happen.

Yet in the flood impact maps in Appendix C for the 1% AEP and PMF events don't appear to reflect any of the above. Why not, I suspect there is either some fudging of a flood model happening to get results to say what you want them to say, or there are some errors that haven't been picked up, hence even more important for a competent hydrologist to review the flood model.

As an example the 1% AEP event has some small amount of afflux (refer map C-3) that occurs within the Lambton Kerrai Creek concrete channel and around the existing amenities block. The velocity in the 1% AEP event (refer map C-8) also has very little change in velocity with some increases and decrease across the site.

Interestingly in the 1% AEP event, no afflux appears to occur against the developments building or around the edge of the fill that is shown on the cut fill plan within the civil set. Additionally, there is no afflux present in the swale that is proposed to be cut at the front of the property adjacent to Turton Road. Why not?

The impact maps also don't appear to line up correctly, essentially they should be the difference between the existing conditions flood mapping in Appendix A and the post development flood mapping in Appendix B, but they aren't. Refer below some screenshot examples that show discrepancies.

### Existing 1% flood depth

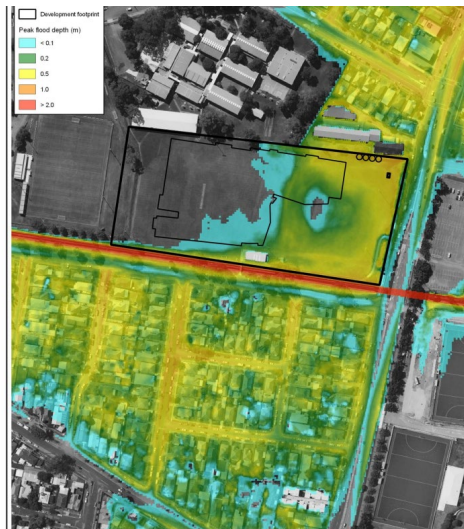


Figure: **A-3** Information shown on this figure is compiled from numerous sources and may not be complete or accurate. Torrent Consulting cannot be held responsible for the misuse or misinterpretation of any information and does not accept any liability for any loss, damage or compensation.

### Post development 1% flood depth

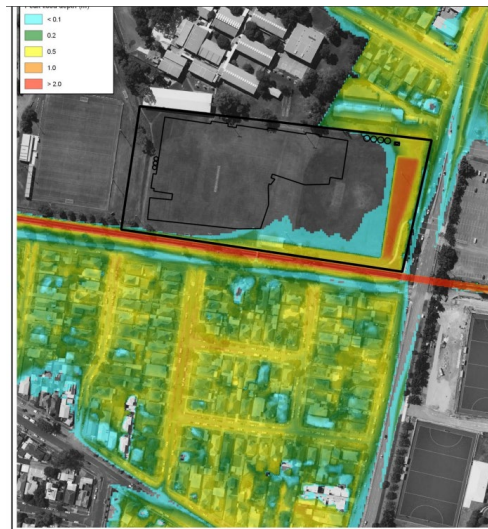


Figure: **B-3** Information shown on this figure is compiled from numerous sources and may not be complete or accurate. Torrent Consulting cannot be held responsible for the misuse or misinterpretation of any information and does not accept any liability for any loss, damage or compensation.

### 1% afflux



Figure: **C-3** Information shown on this figure is compiled from numerous sources and may not be complete or accurate. Torrent Consulting cannot be held responsible for the misuse or misinterpretation of any information and does not accept any liability for any loss, damage or compensation.

C3 map should be the difference between A3 and B3, but clearly it is not showing that, why not?

In the existing 1% event the extent of flood depth is much more across the site with green being 0.2m flood depth and yellow up to 0.5m flood depth.

In the post development 1% event the extent of flooding is generally around the edge of the carpark and within the swale drain, this appears somewhat justified and expected based on the swale drain being cut adjacent Turton Road and the fill placed onto the site to raise the carpark

However, the afflux map C-3 doesn't show the increased afflux in the swale drain, or the reduction on Blackley Oval and part of Wallarah. Therefore, I question that it is correctly showing the afflux within other parts of the model adjacent to the project, particularly the houses to the south of the development.

This is only one example but same thing appears to happen across all the events and for flood depth, duration and velocity.

Once again there needs to be an independent review from a competent hydrologist to review the flood model, not just

	<p>taking the results presented on face value.</p> <p>Another note is in Section 6.2.1 which states</p> <p><i>“The proposed building and external surface design has deliberately avoided obstruction of this floodway. The minor structures of the fire water tanks and the electricity substation kiosk are located here but the flood impact assessment in Section 5.3 has confirmed that they do not adversely impact the existing flood function of the land”</i></p> <p>What about the changes to topography based on the cut/fill earthworks plan in the civil set? The carpark has been raised and a swale introduced adjacent to Turton Road, some of the maps show that this has been included within the model, but it is unclear if this update of topography occurs.</p> <p>In relation to drainage of the swale, typically a “swale” drain would have an outlet to convey the floodwater. The floodway is across the eastern side of the site (identified as a low risk area in CoN know your flood risk mapping) northward from Lambton Kerrai Creek towards the Turton Road – Griffiths Road intersection. The swale appears to provide a storage area for some floodwater, but it does not convey flood water, it is essentially a pond on the site and relies on 2 separate outlets.</p> <ul style="list-style-type: none"> <li>- Northern outlet is at the north eastern end of the swale, which has two drainage pits and connects to the existing stormwater network on Turton Road</li> <li>- Southern outlet is at the south eastern end of the swale, which has two drainage pits and discharges into Lambton Kerrai Creek</li> </ul> <p>In a flood event Lambton Kerrai Creek will be full of flood water and therefore water will likely surcharge through the stormwater system back into the swale, which will provide some flood storage in a minor event, but eventually this will over top and the site will be under flood conditions. The floodway width is reduced due to the proximity of the carpark (which is at approx. R.L. 8.2m and above). The modelled change in flood hazard in the 1% AEP event (map C-21) shows that a section of the existing R5 cycle path at the south eastern corner of the site increase two flood hazard categories from H1 to H3. H3 is unsafe for vehicles, children and the elderly, considering this is a cycle path, is this considered acceptable?</p>
<p><b>Green space/Open public space</b></p>	<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>

## Minister's foreword

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.

The NSW Government is already delivering more and better public open space by collaborating with state agencies and local councils, through programs like *Parks for People*, the *Public Space Legacy Program*, and *Everyone Can Play*.

But together, we can do so much more.

The *Public Open Space Strategy for NSW* provides a framework for implementing policies across Government and contributes to a more joined-up approach to public open space planning and delivery.

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.

By setting this direction for public open space, we are taking steps to create meaningful legacies for all communities.

**Anthony Roberts MP**  
Minister for Planning and Minister for Homes



## Recreation hub: golfers chip in with own plan for Moore Park

**Megan Gorrey**  
Sydney editor

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.

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-2026.

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.

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.

Golf NSW chief executive Stuart Fraser said the proposal would grant the public access to green space while retaining a full course.

"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.

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."

The prospect of shrinking the Moore Park course has been debated for years. Proponents including City of Sydney Lord Mayor

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.

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.

Under the golfing sector's plan,



NSW has plans to slash nine holes from the course. Photo: Nick Moir

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.

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.

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."

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.

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”.

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.

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.

*Extract from page 10 of Public Open Space Strategy for NSW.*

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.

*Page 9 of Public Open Space Strategy for NSW.*

# Our vision

VISION  
↑  
OBJECTIVES  
↑  
DIRECTIONS AND ACTIONS

**Thriving and resilient open spaces across NSW, enabled by the NSW Government through leadership, coordinated direction and support.**

This vision establishes what we are aspiring towards. It is supported by five broad objectives.

Better recognition for public open space



Stronger First Nations involvement



Coordinated planning, governance, policy and funding



Greater social, environmental and economic value



Better outcomes for regional NSW



Each of these five objectives will be achieved through specific, defined and targeted directions and actions, which can be adopted across all of Government.

- ◆ Recognise public open space as infrastructure that is essential for creating great places to live and supporting healthy and active lifestyles.
- ◆ Recognise access to public open space as fundamental to supporting healthy and active lifestyles for people of all ages, abilities and backgrounds.
- ◆ Establish an accountability that all Government landowners will manage public open spaces to their optimum extent.
- ◎ First Nations people's rights, knowledge and living cultures are respected and valued.
- ◎ Ensure partnership with First Nations people in the planning and delivery of public open space.
- ◎ Ensure spaces for First Nations cultural practices exist in public open space.
- 📄 Ensure coordination on public open space planning to meet current and future needs of the community.
- 📄 Create a consistent approach to public open space planning and delivery that is based on a common language and shared data.
- 📄 Collaborate and partner across Government to deliver public open space.
- 📄 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.
- 👏 Ensure the value of public open space in projects delivered across Government, including the economic, social and environmental benefits.
- 👏 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.
- 👏 Provide public open space in areas where it is most needed.
- 👏 Ensure public open spaces are planned, designed and managed sustainably and are resilient.
- 👏 Ensure public open spaces are high quality and well maintained.
- 👏 Create opportunities for local business and skills formation, by recognising public open space as economic development infrastructure across NSW.
- 👏 Provide support and guidance for local Government in the planning, design and management of public open space.
- 👏 Provide a range of funding programs that are focused on the improvement and expansion of public open space in regional NSW.

The response in the RTS and amendment report to this item is extremely poor. The justification is basically there are lots of ovals and green space nearby so suck it up and just use that instead. The City of Newcastle has received funding for upgrades of sporting ovals but that is at Tarro and Maryland, not near the Lambton/New Lambton community. The development goes directly against the Public Open Space Strategy NSW document that was released by the NSW government in 2022, link to website here.

<https://www.planning.nsw.gov.au/policy-and-legislation/open-space>

The loss of green space is not just about relocation of sporting teams that use the fields. Originally a small area was to be retained for Lambton High, but now due to agency consultation the proposed development was moved to the west, and instead of making the development smaller and more affordable, the proponent has decided that the students of Lambton High can suffer instead by forcing them to use another oval nearby. Once again, a justification that basically says, suck it up and walk a bit further.

In addition, the response to submissions and amendment report references the **City of Newcastle Strategic Sports Plan 2020** and that it identified the need to review ongoing use of the site (Blackley and Wallarah Ovals) for cricket, due to the ovals being non-compliant with Cricket Australia standards. Extracts from the City of Newcastle Strategic Sports plan 2020 are shown below. As can be seen the statement by the proponent around Cricket is true, but they fail to mention that this plan also identified that a masterplan was to be developed to guide redevelopment of the adjacent Arthur Edden Oval as a Football Centre of Excellence to host National Premier League (NPL) competition games, including possibility of synthetic pitches and that Wallarah and Blackley was to be considered as part of the Football Centre of Excellence.

park	
Walarah Park	<ul style="list-style-type: none"><li>Centrally located venue with potential to increase utilisation.</li><li>Include in precinct plan for adjacent New Lambton Park, Wallarah Oval/ Arthur Edden/ Blackley Oval</li></ul>
Arthur Edden Oval	<ul style="list-style-type: none"><li>Develop a masterplan to guide redevelopment of this facility as a football centre of excellence (CoE) and to host National Premier League (NPL) competition games. Include possible synthetic surface to sustain expected high levels of use.</li><li>Ensure infrastructure complies with NPL standards</li></ul>
Blackley Oval, Wallarah Oval No 1 - 2	<ul style="list-style-type: none"><li>Revisit the provision of cricket at this facility, in consideration of the planning for the Football CoE and non-compliance with CA standards. Relocate cricket to an alternative venue if pitch removed.</li></ul>

[Newcastle West](#)

In addition to this, the plan identified that a precinct plan for New Lambton Park which incorporates Ford Oval, Harker Memorial Oval and Wallarah, Arthur Edden and Blackley Ovals

	Venue arranged by Suburb	Name of facility	Recommendation
	New Lambton Park	Ford Oval	<ul style="list-style-type: none"> <li>Centrally located venue with potential to increase utilisation.</li> </ul>
		Harker Memorial Oval	<ul style="list-style-type: none"> <li>Prepare a precinct plan incorporating the adjacent Wallarah Oval/ Arthur Edder/ Blackley Oval</li> </ul>
		Kentish Oval No 1 - 2	<ul style="list-style-type: none"> <li>The facility has capacity to provide higher levels of use. Field realignment could provide more fields for multiple use and improve options for usage/ allocation.</li> </ul>
			<ul style="list-style-type: none"> <li>Over longer term review transport and parking options to reduce impact on surrounding residential streets</li> </ul>
		Kentish Netball (training)	<ul style="list-style-type: none"> <li>Amenities, storage improvements to support training</li> </ul>
<b>Visual impact</b>	<p>What happened to the above Wallarah and New Lambton Park plans, and the proposed Football Centre of Excellence? These plans would not be able to occur if the HISC development goes ahead on the proposed site. Why does HISC now all of sudden become a priority for this land when it was never identified as part of any strategic plan or policy?</p> <p>Visual impact, there is no assessed viewpoint for Lambton High School and the unit complexes that are directly east of the high school. I'd suggest they are heavily impacted, hence why they haven't been assessed. There is no landscaping proposed to shield the infrastructure development, and it's likely that this façade will contain many of the services required for the development, such as AC units, services pipes and conduits and stormwater drainage down pipes.</p> <p>The visual impact assessment is therefore not suitable to comment on properly as it is not complete</p>		