

Black Rock Community Consultative Panel

Meeting 4 – Minutes

Date: 6 July 2026

Time: 9:30AM - 10.30AM

Location: Black Rock Motor Resort, Rhondda Road, Wakefield

Chair: Professor Roberta Ryan

Minutes: Kate Robinson

Attending:

Community members:

Peter Coughlan

Peter Land

Ashley Williams

Nicholas Webb, Wakefield School

Black Rock Motor Resort representatives:

Tony Palmer, CEO

Josh Soondarum, General Manager

Jason Lewis, Development Manager

Danielle Palmer, Black Rock Motor Resort

Lake Macquarie City Council representatives:

Steve Masia, Manager Development Assessment and Compliance

Marsha Rodrom, Coordinator Cultural Engagement, Marketing and Tourism

Apologies:

Anna Noon, Community Member

Sauna Gillett, Wakefield School

Andrew Overdijk, Wakefield School

1. WELCOME AND INTRODUCTIONS

The Chair opened the meeting and welcomed attendees.

Members introduced themselves. New to the group was Nicholas Webb, representing Wakefield School.

2. PREVIOUS MEETING MINUTES AND ACTIONS

The 30 March meeting minutes were approved.

2.1 Teralba community open day

The Black Rock team confirmed that the community open day had been rescheduled to Saturday 15 August 2026, from 9.00 am to 11.30 am.

The event will be promoted through local community channels, including Facebook groups, with registrations via Eventbrite to manage safe access to the site i.e. safety inductions.

2.2 Cultural burning

Ashley Williams advised that the planned cultural burn had been postponed due to recent wet weather and will be rescheduled when conditions are suitable.

3. PROJECT UPDATE

Tony Palmer (CEO) provided an update on project progress.

Key updates included:

- The go-kart circuit has received its final asphalt layer, with one remaining section to be completed following relocation of an Ausgrid power pole. Technical infrastructure, including timing systems and flag points, has now been installed, with technical testing scheduled for late August using the first electric karts.
- The adjacent skid pan will remain at road base level while it continues to support construction activities and material storage before receiving its final asphalt surface.
- Construction of the first 16 lakeside villas (Village North) is ready to commence following Construction Certificate approval, however prolonged wet weather has delayed slab construction by approximately eight weeks.
- Bulk earthworks and stormwater works for the main circuit continue. The project remains on track to lay the first asphalt layer on the main circuit by the end of 2026, with the final wearing course anticipated during 2027 before operational testing commences later in that year.

3.1 Mine subsidence works

An update was provided on the mine subsidence approval process.

The CCP was advised that approvals are being issued progressively according to the assessed level of subsidence risk. Low-risk areas have been completed, with current work focused on identified high-risk areas requiring grout remediation. Extensive drilling and geotechnical investigations have enabled construction to continue safely while approvals are finalised in stages.

3.2 Track delivery and operations

The project team outlined the significant work required between completion of the asphalt surface and commencement of operations, including:

- curing of the asphalt surface
- installation of kerbing, safety barriers and verge treatments
- installation and commissioning of FIA-compliant safety systems
- implementation of operational technology, including cameras, digital flagging systems and control room infrastructure
- calibration of noise monitoring and management systems
- preparation of operating procedures and certification documentation.

The CCP discussed that a new channelised right-turn lane at the Rhondda Road entrance will be constructed before the facility becomes operational. This work will require temporary traffic management and will be communicated to the community in advance.

3.3 Sustainable construction

The Panel was advised that the project is using a recycled road base product incorporating recycled construction materials and fly ash. Testing has demonstrated that the material exceeds required performance standards and has enabled the project to avoid the use of virgin quarry materials, providing both environmental and supply chain benefits.

3. MODIFICATIONS (MODS)

Tony Palmer provided an update on current planning approvals and modification applications.

- The on-site modular wastewater treatment system has been approved following advice from Hunter Water that connection to the existing sewer network was not feasible. The modular approach will allow treatment capacity to expand as additional stages of the development are delivered.
- Construction Certificates have been approved for the first stage of the Lakeside Village.
- Construction certificate applications have been submitted for the trackside villas.
- S4.55 applications have been submitted for the pit lane and mechanics buildings, with no significant design changes proposed.
- The stables are progressing through the Construction Certificate process, with consultation continuing with the heritage architect to ensure consistency with the approved development.
- Design development for the hotel and wellness lodge has been paused while discussions are undertaken with prospective operators to ensure the final design reflects operational requirements. The project team advised that both facilities are now expected to be delivered towards the end of 2028 or early 2029.
- A modification will be lodged in the near future for a covered two-storey car park situated in the east of the site that currently has approval for an open-air car park

and a covered car storage building. The intent is to satisfy the demand for onsite long-term parking for resort members' track cars to limit the amount of trailer movements of visitors to the site.

- The future proposed hotel will seek to better integrate undercroft parking into its design for day visitors.

4. ENVIRONMENTAL MANAGEMENT

4.1 Noise management

The project team advised that work is progressing on selecting and calibrating an international-standard real-time noise monitoring system. Additional monitoring stations are proposed across the site to provide comprehensive coverage and enable rapid identification and management of noise sources during operation.

A more detailed update on the Noise Management Plan will be provided at a future meeting.

4.2 Dust management

The project team advised that dust suppression continues throughout construction using water sourced from the site's spring-fed dam, which also functions as the site's detention basin.

4.3 Construction impacts

The project team advised that future heavy vehicle movements will primarily relate to road base and asphalt deliveries, which will occur progressively to minimise peak traffic impacts. Trucks will continue to access the site via the northern entrance to reduce impacts on newly constructed pavement and surrounding roads.

Community representatives advised they had not observed any noticeable increase in local traffic associated with construction activities to date.

4.4 Community enquiries

The Chair asked whether any environmental complaints or community concerns had been received regarding construction activities.

The project team advised that no formal complaints had been received to date. It was noted that Black Rock will continue to ensure issues are investigated and responded to promptly. Members discussed the importance of maintaining accessible community contact channels as construction progresses.

5. COMMUNITY AND STAKEHOLDER INITIATIVES

The project team provided an update on several community partnerships and stakeholder initiatives being developed as part of the project's long-term operations.

5.1 Rotary partnership

Discussions are continuing with Rotary regarding a partnership to deliver local driver education programs for secondary school students. The proposed program would combine pre-driver education with practical driver training and use Rotary's local school networks.

Rotary has also proposed an annual Billy Cart Derby as a future community fundraising event once the facility becomes operational. Members welcomed the concept as a potential community activation initiative.

4.2 University of Newcastle

The University of Newcastle has approached Black Rock regarding opportunities for engineering students participating in the Formula SAE electric vehicle program to test vehicles at the go-kart circuit.

The project team advised they see broader opportunities to establish a long-term partnership with the University, including creating a living laboratory for engineering and environmental science students through practical learning and research opportunities.

4.3 School engagement

Black Rock is supporting Rutherford Technology High School's STEM Formula 1 in Schools program through sponsorship and mentoring. Members of the Black Rock technical team will also assist with judging regional competitions and supporting students pursuing engineering and motorsport careers.

4.4 Arts and cultural partnerships

Black Rock is exploring opportunities with local arts organisations to incorporate public art throughout the site, including murals and storytelling elements reflecting local history and culture.

Initial discussions have also commenced with the Museum of Art and Culture yampang (Lake Macquarie) regarding a future automotive-themed exhibition celebrating both vehicle design and local artistic practice.

6. ADDITIONAL AREAS OF DISCUSSION

The Panel discussed the timing of future Community Consultative Panel meetings, noting that recent wet weather had affected the construction program and reduced the benefit of meeting more frequently. Members agreed it would be preferable to schedule the next meeting later in the year when there would be more progress on site.

Council representatives acknowledged the positive working relationship that had developed between Council and the project team, noting that communication throughout the construction certificate process had been constructive and effective.

The Panel also discussed community feedback regarding the frequency of statutory notifications associated with modification applications. Council representatives noted that this reflected legislative requirements rather than actions by Black Rock, and confirmed Council continues to review its notification processes. Members observed that excessive notifications may reduce community engagement over time.

An update was provided on the proposed Fassifern community open day, with the project team advising that it is likely to occur during the first quarter of 2027.

6. NEXT MEETING AND CLOSE

It was agreed that the next Community Consultative Panel meeting will be scheduled towards the end of 2026, with the timing to align with construction progress.

The Chair thanked members for their attendance and encouraged the Black Rock team to continue communicating with the CCP members between meetings as key project milestones are reached.

The meeting closed at approximately 10.30 am.