

ACN: 164611652
Ground Floor, 161 Scott Street
Newcastle NSW 2300
Ph: (02) 4032 7979
admin@secasolution.com.au

30 August 2021

P1680 Hillsborough Indoor Stadium DA Update EMP

Basketball Association of Newcastle Ltd

Attn: Nick Whitton

Dear Nick,

Event Traffic Management Plan for Hillsborough Indoor Basketball Stadium

Further to your request we have prepared the following Event Traffic Management Plan (ETMP) to support the Indoor Basketball Stadium site at Hillsborough. This is to meet the requirements of Department of Planning, Industry and Environment Conditions of Consent to provide for the safe and efficient movement of traffic and pedestrians both within the road reserve and within the site.

Background

Seca Solution Pty Ltd has assessed the impacts of traffic, access and parking documented in a Traffic Impact Assessment and included appropriate mitigations for the day to day operations of the subject site.

The requirement of the ETMP is to document how the demands for larger, non-everyday events with over 1,100 spectators, players and staff proposed for the site can be accommodated as well as demonstrating the management of the vehicle demands in and out of the site, providing any necessary control mechanisms to minimise the disruption for existing road users and to allow for safe and efficient entry and exit to the site.

Such events currently occur 3 times per year and may in the future occur 16 times per year. It is noted that one of the purposes of constructing this facility is for Lake Macquarie, Newcastle and the wider Hunter Region to secure a Women's National Basketball League team. As it stands, this has not occurred and is not anticipated for some time.

There may also be the occasional demand for larger events (Full House events up to 2200 people) per the traffic assessment undertaken to support the development approval and mitigation strategies have been identified for these where appropriate.

The following Operation and Event Management Plan, details:

- how the site will operate, including varying access arrangements at varying times,
- details on all sized events outside of everyday usage, including anticipated length of events and operating hours,
- availability of public transport options,
- analysis of the traffic and parking impacts on the amenity of the surrounding neighbourhood.
- details of the extent of parking within the surrounding street network arising from the development and how it is to be managed to:
 - minimise the impact on local residents and traffic flows,
 - identification of proposed parking restrictions,

- details of how pedestrians will be managed on route to the site,
- details of how pedestrian safety will be maintained,
- detail of when the event traffic management plan will be triggered,
- details of the schedule and process for review of measures implemented, and
- actual location and general potential arrangements for event parking off site.

Project Description and Site Operation

The proposed stadium facility will include provision for 10 indoor basketball courts including a 2,200 seat show court, offices, car parking and café spaces.

A permanent sealed car park with 355 parking spaces (258 on asphalt and 97 overflow spaces) which includes 17 disabled parking spaces, will be provided on site for car parking.

The parking spaces have been determined as being sufficient to accommodate the day to day, week in week out operation of the subject site.

The Event Management Plan shall be implemented for major events of 1100 patrons.

Access

Access to the site is provided via the existing left in left out access onto the southbound access road of the Newcastle Bypass as well as a new access connection to Waratah Avenue and the signalised intersection with Hillsborough Road. The new access will allow for all turning movements in and left out only.

Parking shall be controlled opposite the entry with No Standing signs to be introduced (Attachment A). This will allow for the movement of vehicles past a vehicle propped to turn right into the site as well as the swept path movement of larger vehicles, including buses.

Of an afternoon during the week (Monday to Friday) the existing access to the Newcastle Inner City Bypass (H23 on ramp) will be restricted to exiting vehicles only with No Entry permitted. A sign will be installed in this location to indicate this with the entry gate to be closed by staff on site. Traffic will still be able to exit this access at this time.

This access will operate for entering vehicles outside this time, including weekends.

Buses shall use the driveway on Waratah Avenue to enter and exit the site.

Size and Frequency of Events

Newcastle Basketball Association operate various activities throughout the week, including evenings and weekends. Various competitions typically occur after 5pm during the week with some pre-school age activities during the daytime. Some Junior Representative training occurs of a morning (6-8am) prior to school and of a weekend representative games and some children's activities are run. An example of a weekly schedule is included in Attachment B.

The Waratah League, a semi-professional basketball league in New South Wales and the Australian Capital Territory, is played in Newcastle with typical spectator numbers of 500 to 800 spectators. The League has two professional divisions being the men's and women's Championship divisions. The strategic plan for the NBA is to have a team in the Women's division. To date this has not happened however consideration has been given to this in the planning for the stadium and this Event Management Plan.

Based on current competitions, the frequency of larger events (>800 spectators) would only occur 3 times per year in association with final competitions or local derby games. A review of the Waratah League website shows that there are Men's and Women's competitions including youth games. These are typically played throughout a Saturday commencing at 11am with games scheduled up to 7pm. This is reflected in the weekly schedule of Rep Games being played on a Saturday.

Allowing for the inclusion of a WNBL team and growth of basketball in the Hunter, spectator numbers are expected to grow with average attendance of between 800-1000 spectators for home games. This is based on a review of Sydney Flames and Canberra Capitals games.

Finals associated with this level of competition is expected to see higher attendance, increasing to greater than 1000 spectators and would therefore trigger the implementation of the ETMP. Once such a competition is fully operational here in the Hunter, the number of such larger events could reach 16 per annum.

There is the occasional opportunity for a "full house" event with 2200 seats.. Such an event may be associated with a touring side but otherwise is unlikely to occur until the Waratah League is fully operational with a women's team seeing finals here in the Hunter. This is not anticipated for some time. Such an event does not change the measures outlined in this plan.

Public Transport

Ticket holders will be encouraged to use public transport to access the site.

Charlestown is a bus interchange for various bus services throughout Newcastle and Lake Macquarie. It is 2kms from the site with a 3-5 minute travel time.

11	Charlestown to Newcastle via Jesmond
14	Swansea Heads to Newcastle via Belmont, Charlestown & Kotara
22	Charlestown to Newcastle West via Merewether
25	Broadmeadow to Charlestown via Kotara
28	Mount Hutton to Newcastle West via Broadmeadow & Newcastle Interchange
41	Belmont to Charlestown via Croudace Bay & Mount Hutton
43	Belmont to Charlestown via Floraville & Mount Hutton
48	Warners Bay to Belmont via Redhead & Charlestown
262	Charlestown to Cameron Park via Constitution Dr
263	Charlestown to Cameron Park
269	Charlestown to Toronto

Cardiff railway station is serviced by the Central Coast Newcastle line with express services between Newcastle and Sydney via Morisset, Wyong and Gosford. It is located 4.1km from the site with a 7 minute travel time.

Ticket holders will be encouraged to use this public transport with Uber and Taxi services available for transfer from the various transport nodes. During major events where the EMP is implemented, shuttle services will also be included to provide for transfers between the stadium and these two sites (see below under Shuttle Services.)

Local Road Network

The traffic assessment for the stadium concluded that traffic associated with events at the stadium is within the capacity of the local road network. The following controls have been incorporated to provide for the everyday traffic demands for the stadium:

1. Access to the site is proposed via a new driveway on Waratah Avenue that will allow for all turning movements and will allow for trips to disperse across the road network. This access will allow for all heavy vehicle movements in and out of the site and access the main road network via the traffic signals at Waratah Avenue and Hillsborough Road. Traffic modelling completed by TfNSW has highlighted some increased delays and queues and as part of this application the following road mitigation options are put forward:
 - a. The right turn for eastbound traffic turning right into Waratah Avenue will be extended to provide a length of 100 metres
 - b. The centreline in Waratah Avenue at the intersection to be moved to allow for two lanes onto Hillsborough Road (a left turn and a straight/right turn).
2. Access to the H23 ramp shall be restricted of an afternoon, Monday to Friday, to exit only.

Parking for the typical peak use Monday to Friday and of a weekend is provided on site with parking providing 355 vehicles along with coach parking. This parking has been confirmed as being suitable to accommodate the everyday demands of the site without the need for parking on street. The location of the stadium within the site and its distance from Waratah Avenue will dissuade attendees from parking on street when convenient, closer parking is available within the site. Therefore, the impact on local streets should be minimal and the amenity of the surrounding neighbourhood maintained.

The implementation of a No Standing zone opposite the site access will see the removal of on street parking for approximately five vehicles.

Major Events

The current operation of the NBA would see 3 major events per year that may see over 800 patrons to the site. The new stadium has capacity to park 355 vehicles which would allow for between 1000-1200 patrons before this Event Traffic Management Plan would be required (See parking below for further analysis).

During such major events, traffic will be able to access the site as assessed for everyday operations. The following controls shall be implemented to provide for the ongoing access of vehicles associated with both the site and the surrounding neighbourhood:

1. Event Parking controls shall be implemented along Hillsborough Road and Waratah Avenue and on other local streets subject to discussion with the road authority.
2. An Event Drop off area shall be located along Waratah Avenue to provide for the drop off and pick up of patrons by taxi, uber and car share.
3. Patrons shall be able to book parking or shuttle services as part of the ticket purchase

No traffic control measures will be required at the signalised intersection of Waratah Avenue/Hillsborough Road.

Variable Message Boards on the approaching roads will direct non-parking ticket holders to the Charlestown Park and Ride site. This will also be advised as part of the event information via the web pages and advanced tickets sales, etc.

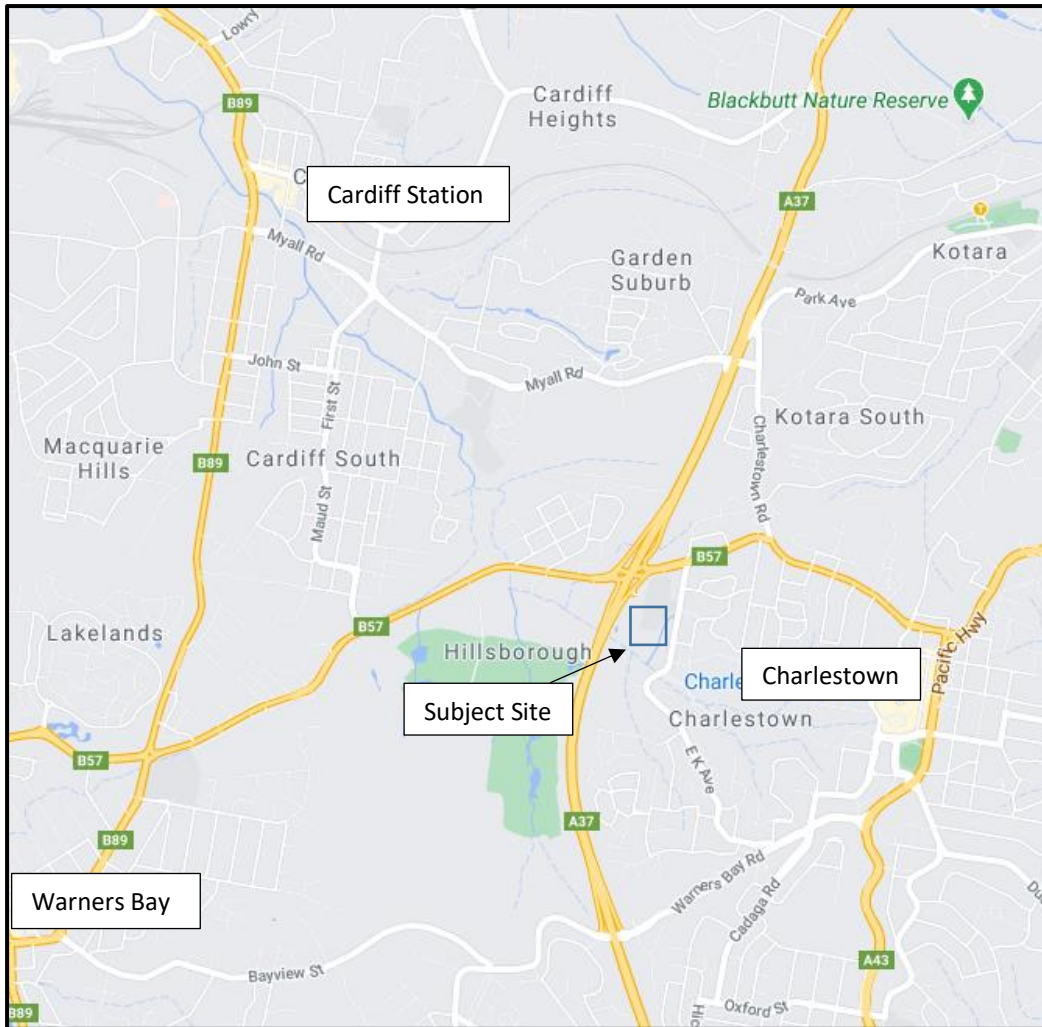


Figure 1 Site location within the broader transport context

On Site Parking

People attending events will be notified of access to on site parking and access to the site using public transport and ride share services.

For major events alternate options shall be advised including public transport and parking options available for the relevant event and the 'Park and Ride' services.

The formal carpark has the capacity for 258 vehicles including 17 disabled parking spaces. Bus parking is also available on site. Bus access and egress is restricted to Waratah Avenue only. A spill over area is also available on site which can accommodate 97 additional cars.

The capacity of this parking has been considered on the basis of an average car occupancy of 3 or 4 people. Allowing 3 people would see 1065 attendees whilst an average of 4 per vehicle would see 1420 attendees. Given that the transfer of supporters and teams by coach would see a significant number of people attend the site without the need for carparking as well as family attendance it has been determined that the major event management plan shall be implemented for events where attendees of 1100 or more are expected. Access to the on-site parking will be restricted to those directly associated with the event including players, officials, caterers, first aid staff and teams arriving in buses etc with complimentary spectator parking to be incorporated into ticket sales.

Where such an event is scheduled, ticket sales shall include the option of parking on site. Such parking can be used as an early bird bonus with one parking permit made available for each booking transaction. Once the parking

is fully committed the option to book the shuttle bus from Charlestown Park and Ride or Cardiff Railway Station will be offered. Ticketing shall include details and directions as required.

Parking on site for spectators will require a valid parking ticket. Once all parking is booked, ticket holders will be advised as part of their ticket purchase that there is no parking available on site with instead the option to nominate the shuttle services from Cardiff or Charlestown. They will also be encouraged to use public transport and/or ride share to the site.

A parking attendant at the site entry shall redirect people who should not be entering the site to Park and Ride site at Charlestown. This will be reinforced with VMB signs on the approaching roads to direct non-parking ticket holders to Charlestown Park and Ride.

Shuttle Bus Transfer and Park and Ride

It is proposed to have shuttle arrangements from convenient connection points eg Cardiff Railway Station, Tallara Street in Charlestown, Macdonald Jones Stadium, Charlestown Netball courts, St Johns oval in Charlestown and Kahibah Oval pending operator/owner approval.

Charlestown is a bus interchange for the various local bus services whilst Cardiff railway station is serviced by the Central Coast Newcastle line with express services between Newcastle and Sydney via Morisset, Wyong and Gosford. These locations are both considered appropriate sites to provide shuttle services. The expansion of these to other sites shall be dependent upon the size of a scheduled event and the monitoring of ticket sales. Where ticket sales exceed the initial offering, and a second round of tickets are made available additional Park and Ride sites can be implemented.

Similarly, the size of shuttle buses can be determined in conjunction with ticket sales.

Both Charlestown and Warners Bay have public parking areas as well as a variety of cafes, restaurants and hotels that tickets holders can attend prior to or after an event. Both of these commercial centres are supported by taxi and Uber services. The local taxi and uber providers can be advised of upcoming major events to ensure forward planning for such services.

Buses will access and exit the site onto Waratah Avenue to reconnect with the broader road network at the signalised intersection with Hillsborough Road.

For "full house" events, the Park and Ride and shuttle services will be implemented from the start of ticket sales with additional sites offered to allow for demands from wider afield. As such an event is likely to occur of an evening or weekend, such a site could include an arrangement with the University of Newcastle or similar where night time and weekend parking demands do not coincide with typical parking needs.

Similarly, shuttle services could be offered from additional train stations to encourage travel by rail.

Pedestrian Access

All pedestrian access to the site will be from Waratah Avenue only. No pedestrian access will be permitted from the west of the site. Waratah Avenue has a footpath along the western side of the road and on the eastern side between Hillsborough Road and Hillsborough Public School. There is a pedestrian crossing to the north of the stadium site.

A Pedestrian Pick up/Drop Zone will be provided along the site frontage on Waratah Avenue allowing people to be dropped off by private vehicle, taxi and uber.

A designated pedestrian route shall be provided through the site between the stadium and Waratah Avenue.

Wayfinding signage shall be provided where necessary to direct pedestrians towards the stadium entry on Waratah Avenue to provide time effective routes.

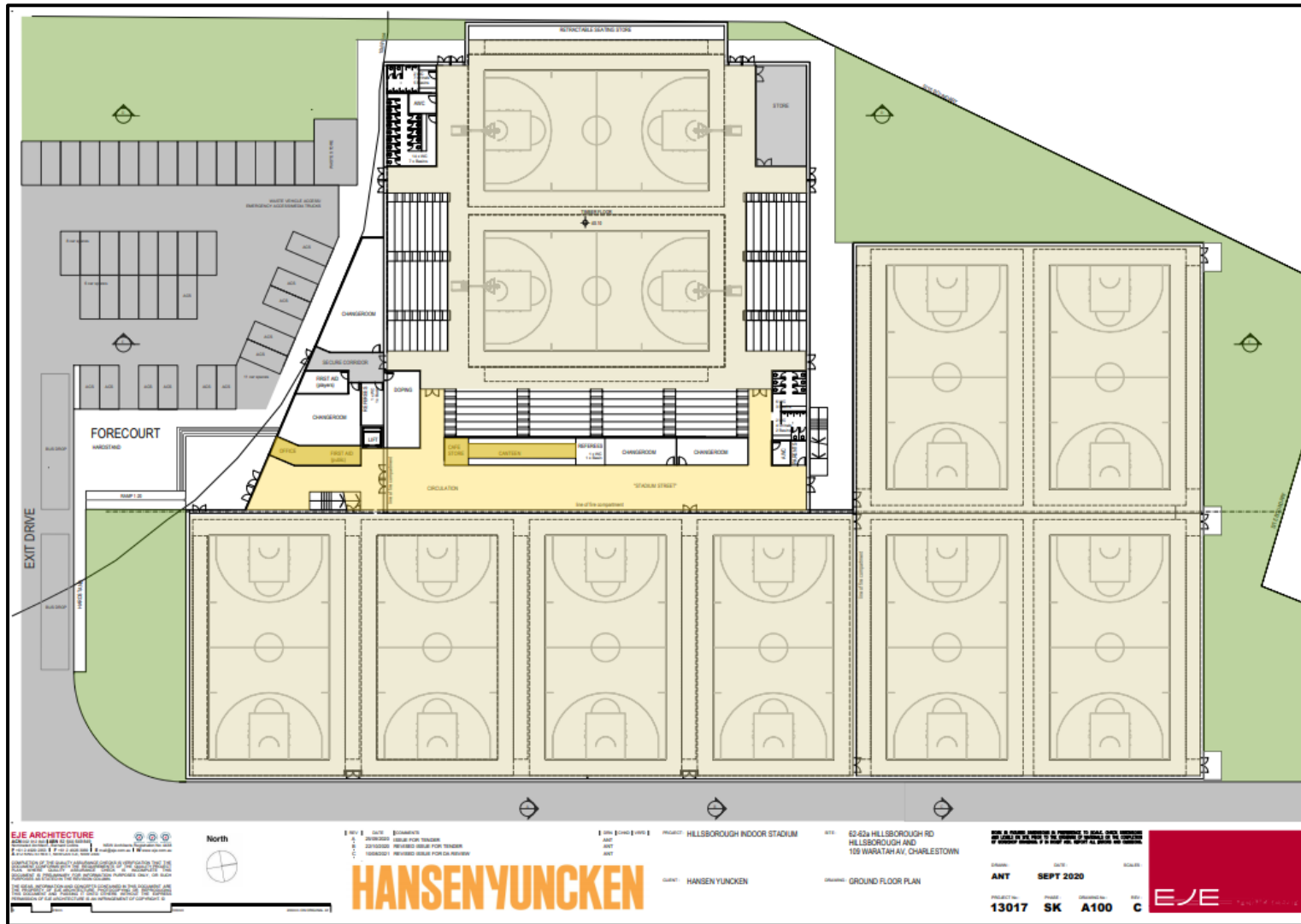


Figure 2 Concept Plan for Stadium

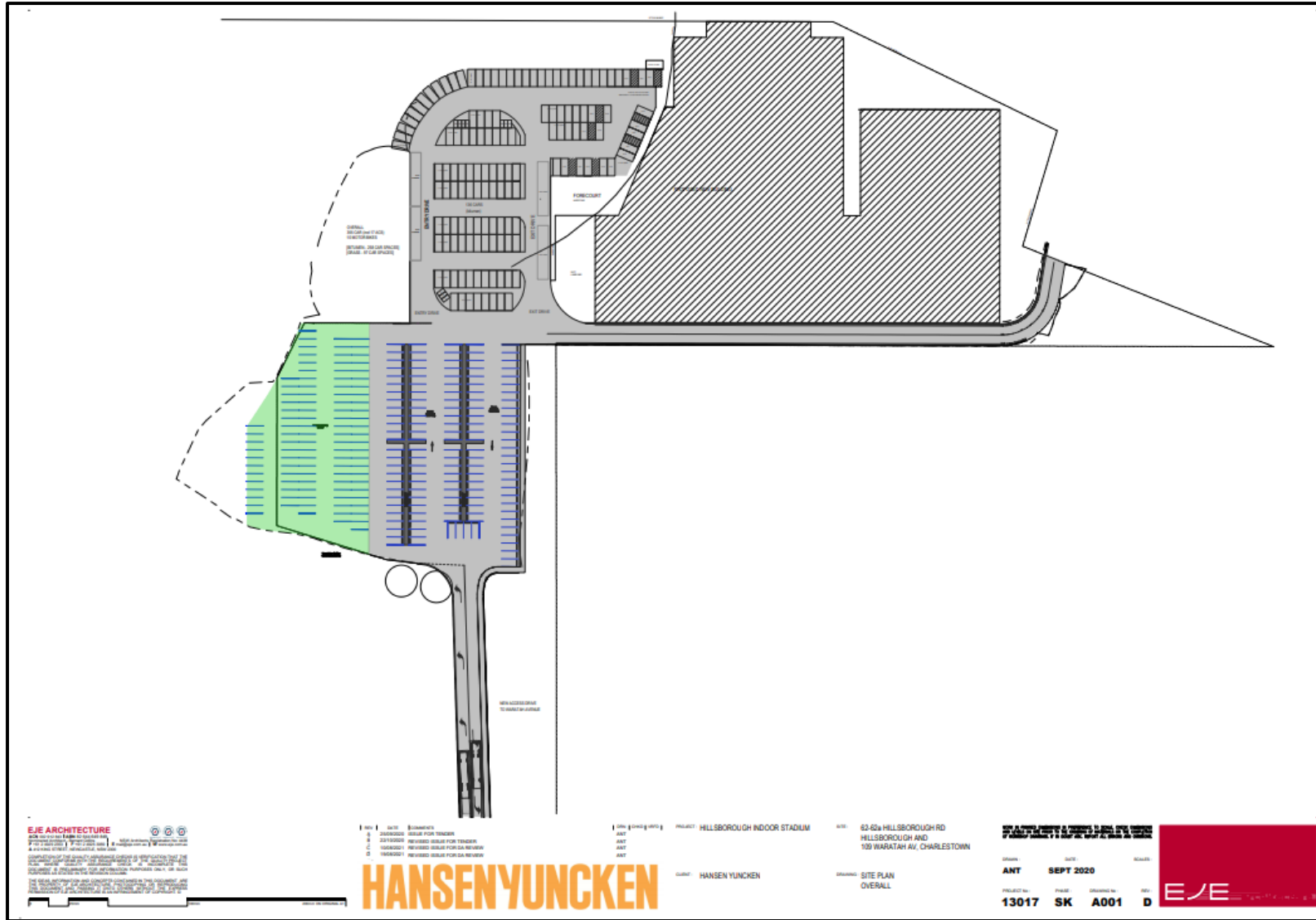


Figure 3 Overall site plan showing car park

Parking Attendants

Any parking attendants should have the requisite training, PPE and identification.

They will be responsible for directing the entry and exit of vehicles with parking permits, the redirection for those without, as well as the safe movement of pedestrians within the stadium site.

In addition, the parking attendants will be responsible for reporting any issues arising in regard to entry, exit, parking and pedestrian safety so that the plan can be effectively reviewed and improved for future events.

Traffic Control Plan

For the management of major events, where required a Traffic Control Plan (TCP) detailing the location of appropriate signage shall be prepared.

Variable Message Boards may indicate "No Stadium Parking Available" at the start of such events where parking has already been fully allocated and then could be changed to "Event Traffic Ahead" to coincide with the end of a large event.

Suitable controls may include:

- "No Parking Event" street signs along Waratah Avenue and Hillsborough Road and other local streets subject to agreement with the road authority
- Event Drop Off Signs to be installed on Waratah Avenue along the site and school frontage
- Signs provided to direct pedestrians towards the stadium
- Provide delineation between vehicle and pedestrian movements if required within the site
- "Stadium Shuttle Bus Board Here" signage in suitable locations in Charlestown and at Cardiff Railway Station and in additional sites if required.

Monitoring and Review

The Event Traffic Management Plan has been recommended for events where attendance is expected to exceed the available parking provision (assumed 1100 attendees).

This plan is a living document which to ensure a successful outcome needs to be monitored and the actions reviewed and modified to support changing circumstances.

Actions implemented should be monitored to ensure they are having a positive impact in achieving the goals of reducing the impact of private car usage on the amenity of the neighbourhood surrounding the stadium site and addressing any significant impacts on road operation or safety.

Such a review should be to monitor frequently during the first year of implementation, including after every event where patronage reached 800-1000 attendees to confirm that the 1100 patron threshold is appropriate and for the first two or three major events. Ongoing review and modification where required whilst the NBA is expanding its attendance is appropriate. Once the plan has been fully implemented then an annual review is suitable.

Please feel free to contact me on (02) 4032 7979, should you have any queries.

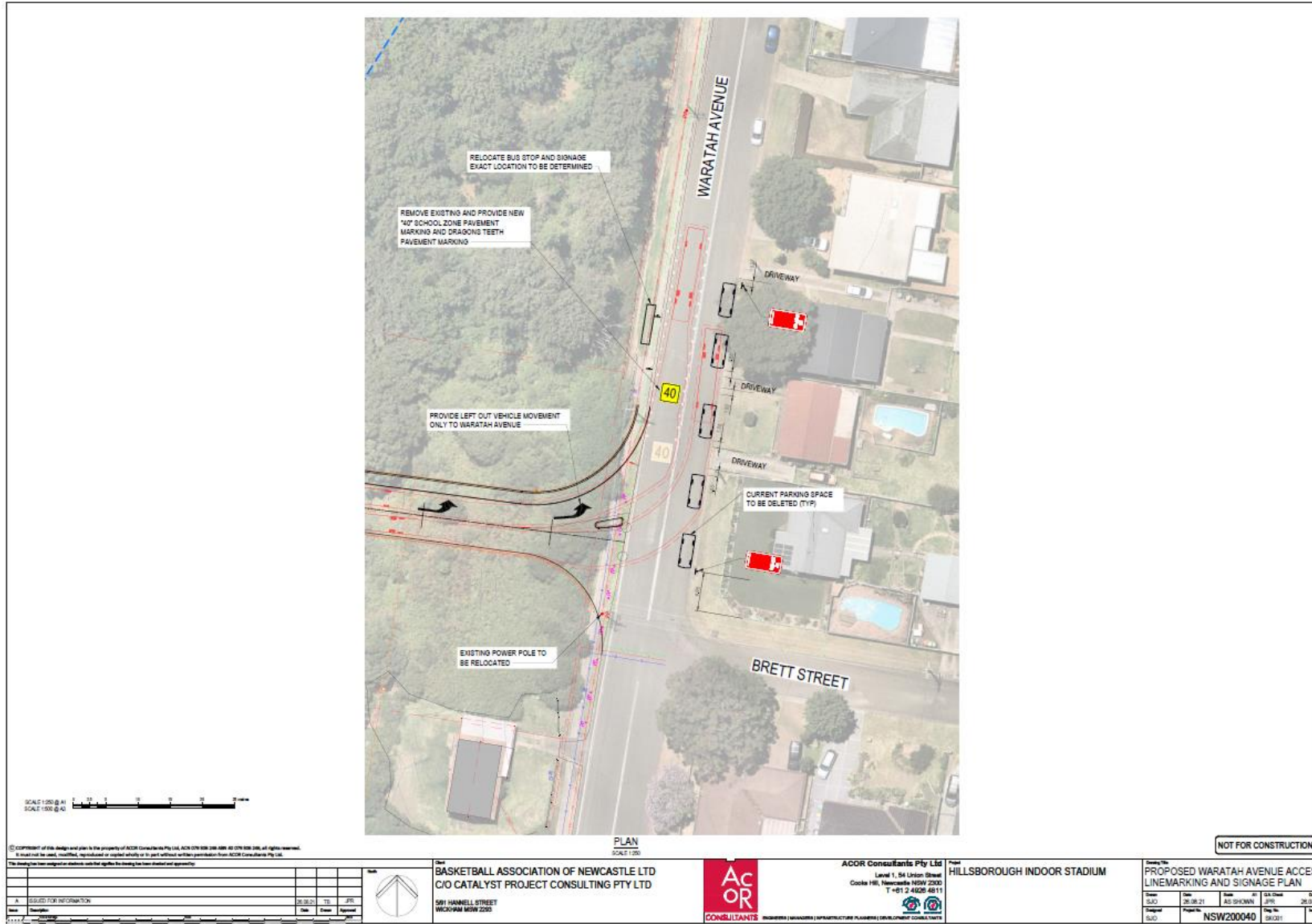
Yours sincerely



Cathy Thomas - Director

PWZTMP 0051973364

Attachment A – Access Concept Plan



Attachment B – Typical Weekly Schedule of Events

	6.00-8.00	8:00 – 10:00	10:00 – 12:00	12:00 – 15:00	15:00 – 17:00	17:00 – 22:00
Monday			Mini Hoops / 50 Aussie Hoops			Senior social competition
Tuesday	Junior Rep training					Senior Social Competitions
Wednesday						Junior competitions
Thursday						Senior Social Competition
Friday			Mini Hoops / 50 Aussie Hoops			Junior Competition
Saturday		Mini Hoops / 50 Aussie Hoops /	Rep games	Rep Games	Rep Games	Rep games
Sunday				Club training	Club training	