

24 March 2021

Chief Executive Officer
Lake Macquarie City Council
PO Box 1906
HRMC NSW 2310

Attention: Anna Kleinmeulman

HILLSBOROUGH ROAD (MR674): DA/872/2020, RECREATION FACILITY (INDOOR BASKETBALL STADIUM), LOTS: 6, 7, 8 DP: 9594, LOTS: 11 & 12 DP: 879281, 62 & 62A HILLSBOROUGH ROAD HILLSBOROUGH & 109 WARATAH AVENUE CHARLESTOWN

I refer to the Microsoft Teams meeting held on Tuesday 16 March 2021 between representatives of Transport for NSW (TfNSW), Lake Macquarie City Council (Council) and the Newcastle Basketball Association (Applicant) regarding the development application. The meeting was organised to discuss potential management strategies that could be implemented to limit the traffic and transport impact of the development traffic on Hillsborough Road.

Traffic & Transport Impact

The 'Technical Advice – Modelling of the proposed new indoor basketball stadium, 62&62A Hillsborough Road and 109-117 Waratah Avenue, Hillsborough' (Arcadis report), prepared by Arcadis Australia Pacific Pty Limited and dated 17 November 2020, modelled the following three access options with the development traffic to identify suitable access strategy:

- Option 1 - proposes one access point via Waratah Avenue (left-out and right-in movements permitted), with no access from the Newcastle Inner City Bypass (H23) on-ramp;
- Option 2 - proposes two access points via the left-in/left-out access on the H23 on-ramp and via left-out only at Waratah Avenue (as proposed in the original DA documentation); and
- Option 3 - proposes two access points via the left-in/left-out access on the H23 on-ramp and via Waratah Avenue (left-out and right-in movements permitted).

Council confirmed Option 3 as its preferred access option in an email on 11 January 2021. Council's email on 20 January 2021 confirmed that Option 3 is the Applicant's current proposal.

TfNSW referral response letter dated 3 February 2021 documents key observations identified from the review of Arcadis Report. The Arcadis Report:

- Highlights significant capacity constraints during peak hours on Hillsborough Road particularly at the Newcastle Inner City Bypass/Hillsborough Road (bow-tie roundabout);
- Identifies importance of maintaining westbound traffic flow at the bow-tie roundabout during PM peak period (4pm – 6pm), and the impact of additional conflicting turning movements (123 vehicles/hour with Option 2 & Option 3) at the bow-tie roundabout on the corridor operation;
- Demonstrates Option 1 (no access from the H23 on-ramp, access from Waratah Avenue only) to be the best-case option in terms of level of service, queue length and delay. Option 3 (access from the H23 on-ramp & two-way access on Waratah Avenue) identified as the second best option;
- Identifies mitigation measures at the Hillsborough Road / Waratah Avenue traffic signals that would assist in addressing some development impact but not all;
- Predicts westbound queue length of approximately 280m with Option 1, which is an increase from modelled queue length of 110m in the Base Case (without proposal) scenario, even with the implementation of identified mitigation measures at the Hillsborough Road / Waratah Avenue traffic signals; and
- Predicts westbound queue length in excess of 420m on Hillsborough Road with Option 2 & 3. The queue length is estimated to extend beyond the Charlestown Road traffic signals. It is noted that due to the current model boundary limits, further modelling and assessment would be required to determine the extent of impact and necessary mitigation measures to Charlestown Road traffic signals.

TfNSW notes that while Option 1 is identified to have lower impacts, in comparison with other access options, it would still result in having detrimental impact on the safety, efficiency and ongoing operation of Hillsborough Road.

Potential Strategies

The following strategies were discussed between representatives of TfNSW, Council and the Applicant during the meeting of Tuesday 16 March 2021.

- *Restrict Basketball Court Usage during PM peak period (4pm – 6pm)*
- *Restrict Usage of H23 On-Ramp Intersection during PM peak period (4pm – 6pm)*

TfNSW is generally unsupportive of time-based management arrangement. Variable (changing) time-based management arrangements to avoid daily peak traffic times is not considered a reliable traffic mitigation option for the ongoing day to day operation of the proposed regional sporting complex. The proposals carry a high risk of failure due to driver confusion and ongoing reliability and enforceability of requirements. Notwithstanding, there is also no technical evidence to support the effectiveness.

Restriction of court use during PM peak periods is likely to have a high rate of non-compliance due lack of enforceability. It is also considered an unreasonable impose on the operation of the Centre to restrict the use of courts.

TfNSW highlights that its referral response letter, dated 3 February 2021, provided other comments which are not associated with the selection of appropriate access option for the development. TfNSW would appreciate if Council could request the Applicant to respond/address those comments.

Should you require further information please contact Dipen Nathwani, Development Services Case Officer, on 0418 514 166 or by emailing development.hunter@transport.nsw.gov.au.

Yours sincerely



Damien Pfeiffer
A/Director
Development Services