# Hunter Indoor Sports Centre

Newcastle Basketball Association

Traffic Event Management Plan

May 2026

SECA solution

# Hunter Indoor Sports Centre
# Turton Road, New Lambton, NSW
# Traffic Event Management Plan

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Client: Newcastle Basketball Association

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## Quality Review and Document History

| Version | Date | Description | Prepared By | Reviewed and Approved By |
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| **Ver01** | 15/4/24 | Draft | C. Thomas | S.Morgan |
| **Ver02** | 19/5/24 | Final | C. Thomas | S.Morgan |
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| | | | | |

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# Contents

# 1 Executive Summary

This preliminary Traffic Event Management Plan (EMP) has been prepared to inform opportunities to provide for events run in conjunction with the Hunter Indoor Sports Centre (HISC), Turton Road, New Lambton. It has been prepared to provide initial advice and should be read in conjunction with the more detailed Traffic Management Plan (TMP) subsequently prepared by Traffic Plan Professionals Pty Ltd (**Appendix B**).

The facility provides on-site parking with 240 spaces providing a mix of parking demands including drop off (9) and disabled parking (8). This parking allows for the normal day to day activities as well as the larger, typically weekend events for the facility. Peak demands associated with peak afternoon games can see a turnover of 500 people per hour.

Separate to these demands there are opportunities throughout the year for larger (major) events. These primarily are associated with the Show Court which allows for the inclusion of the venue in the National Basketball League (NBL1). Such games would typically see up to 1100 attendees to the venue with 14 of these anticipated annually. Once established higher attendance (up to 1700 patrons) could occur for rival clashes or finals. Opportunities for three of these are anticipated annually.

The venue may also be included in representative tournaments such as Combined High School and state-based events which may occur several times in a calendar year and use the full complement of courts.

It is these larger events that are the basis of this plan.

Public Transport and Overflow Parking

The site is located within the Broadmeadow Sports and Entertainment Precinct (Hunter Park), opposite the Newcastle International Sports Stadium (McDonald Jones Stadium) and the Newcastle International Hockey Centre. The preparation of this EMP has taken into consideration the Traffic Management Plans (2023) prepared by Traffic Plan Professionals Pty Ltd for McDonald Jones Stadium allowing for events in excess of 25,000 patrons with the EMP providing a preliminary assessment of the impacts of combined events in the precinct.

This has been subsequently expanded with more detailed assessment and mitigation measures outlined in the Traffic Management Plan Ver02.03 2026 prepared for HISC by Traffic Plan Professionals (**Appendix B**).

The site is well located to be accessed by public transport with Broadmeadow Station providing for both train and bus services. The station is within walking distance of the HISC allowing for attendees to make use of existing public transport services, reducing the reliance on car travel and subsequent parking demands.

As part of the project development, discussions were undertaken with representative from Venues NSW, who manage McDonald Jones Stadium (MJS). This was in response to recommendations by the City of Newcastle that opportunities to reduce on-site parking be investigated through the utilisation of the McDonald Jones Stadium carpark to cater for car parking demands, including fluctuations associated with peak events. From these discussions it was agreed that HISC would not rely on MJS parking.

The scheduling of NBL1 dates and tournament dates shall generally be planned to avoid key commitments at MJS. This will reduce the cumulative impacts of the venues however the EMP has considered such situations and found that the impact of HISC is minimal in comparison to events held at MJS.

Requirements of Traffic Management

Traffic Plan Professionals Pty Ltd (TPP) have liaised with key stakeholders and undertaken detailed consultation with Events NSW with regard to concurrent events being held in the Turton Road sport precinct, particularly for both the HISC and MJS.

In reviewing the existing event management plans associated with MJS it has been concluded that the day to day operation of HISC can occur alongside other events in the precinct with access to the HISC site and carpark being maintained.

There may be rare times when significantly sized concerts may restrict this for short periods however such events at MJS would be covered by their own specific TMPs and would take into consideration HISC, allowing for consultation and forward planning by HISC.

The various sized events associated with HISC have then been analysed to consider appropriate mitigation and suitable Traffic Guidance Schemes (TMP/TGS). As a conservative approach the parking demands have been based on a car occupancy rate of 3 people per vehicle with no extra concessions for active or public transport accept as detailed in the EMP.

The size and frequency of events is shown below along with a summary of the parking demands for the various activities/attendance levels to be held at HISC throughout the year.

*Figure 1 - Scenario 1 – HISC Stand Alone Events*

| Event | Attendees | Frequency |
|---|---|---|
| Friday Night | <600 pax | Weekly |
| Waratah League | 500-800 pax | Competition March – September.<br>Weekly games (Sat afternoon/Sunday) |
| NBL 1 | 690-1100 pax | April - August - majority of matches (approx. 14 per year) |
| | 1100-1700 pax* | April- August - infrequent (e.g. rival clashes or finals) |
| Full House Events | 2500 | Occasional – 1 or 2 per annum |

** NSWBA Utilisation Model*

| Attendance | Parking Demands | On-site Parking | Monash Road | Other |
|---|---|---|---|---|
| **1100** | 367 | 231 | 80+60 | Nil |
| **1700** | 567 | 231 | 80+60 | 196 |
| **2500** | 833 | 231 | 80+60 | 462 |

In conjunction with this TPP have determined the extent of on-street carparking along non-residential road frontages within 1.5km of the Turton Road precinct (Figure 2 below). This parking, along with on-site parking at HISC for HISC events, and MJS for their own stadium events, and off-street parking at various locations including the Council depot north of the precinct on Turton Road provides the potential for 6,510 spaces to be available for use by the community when events are held in the precinct. This allows for 19,530 patrons to travel by car and park.

From this it can be seen that events at HISC will generate a low demand for parking being less than 10% of this available parking supply.


*Figure 2 – Surrounding on-street parking supply*

The TPP TMP (**Appendix B**) has then been developed to consider the site-specific requirements for stand along events at HISC as well as concurrent events including HISC.

Whilst it is acknowledged that events at HISC, with the potential for up to 2500 attendees at an occasional Show Court event, is significantly less than events held at MJS, the potential for an event to occur concurrently would contribute to the demands placed on the precinct. The development of the TMP to provide guidance for this situation can therefore allow for the efficient use of resources including shuttle buses and parking, the safe management of infrastructure for all road users, provide consistent communication with local residents and reduce confusion for patrons.

These scenarios are detailed in the TMP and are described as:

**Scenario 1** - being a stand along HISC event and details at what level what mitigation measures are required. These have been identified as being an Insignificant, Minor, Low or Medium impact event. It is noted that activities assessed as Insignificant are consistent with typical weekly operations being the day-to-day operations of the HISC.

**Scenario 2** - details multi-venue activities and outlines the mitigation measures appropriate to manage combined patronage as shown below being Insignificant, Minor, Low, Medium, High, Very High and Major impact events.

### Scenario 1- HISC Attendance only

| ASSESSMENT | | | | CONSIDERATIONS | | | | APPROVALS | |
|---|---|---|---|---|---|---|---|---|---|
| Scenario | Impact | RMS Rating | Venue PAX | Road Closures | HISC Parking 231 Carparks 1:3 car/pax | Drop Off Zone | Shuttle Bus Services | Applications | TMP/ TGS |
| 1a | Insignificant | NA | <690 | No | Parking on site | No | No | N/A | N/A |
| 1b | Minor | NA | >690-1100 | No | Parking on site and off site | No | No | N/A | N/A |
| 1c | Low | 4 | >1100-1700 | No | Onsite managed & On-Street | Yes | No | TfNSW (ROL) | TMP01 TGS4003.DFT & CONSIDER TGS4002.DFT |
| 1d | Medium | 3 | >1700-2500+ | No | Onsite managed & On-Street | Yes | No | TfNSW (ROL) Council (ROL & EA) | TMP01 TGS4003.DFT 4002.DFT CONSIDER TGS4005.DFT |

### Scenario 2- Multi-Venue attendance (Addresses the potential for combined patrons of HISC, MJS, Hockey Centre and external sports fields)

| ASSESSMENT | | | CONSIDERATIONS | | | | | | APPLICATIONS | HISC CONTROLS |
|---|---|---|---|---|---|---|---|---|---|---|
| Scenario | Impact | RMS rating | Pax/Event | Road Closures | HISC Parking 231 Carparks 1:3 car/pax | MJS Parking 900 Carparks 1:3 car/pax | Drop Off Zone | Shuttle Bus Services | Approvals | TMP/TGS |
| 2a | Insignificant | NA | <1100 | No | Onsite & On-Street | Onsite | No | No | N/A | N/A |
| 2b | Minor | 4 | 1100-1700 | No | Onsite managed & On-Street | Onsite | Yes | No | N/A | TGS4003.DFT & CONSIDER TGS4002.DFT |
| 2c | Low | 3 | 1700- 2500 | No | Onsite managed & On-street | Onsite | Yes | No | TfNSW (ROL) Council (ROL) | TGS4003.DFT TGS4002.DFT CONSIDER TGS4005.DFT |
| 2d | Medium | 2 | 2500-5000 | No | Onsite managed | Onsite & On-street | Yes | No | TfNSW (ROL) Council (ROL & EA) | TGS4003.DFT TGS4002.DFT CONSIDER TGS4004.DFT |
| 2e | High | 1 | 5K- 15K | No | Onsite managed | Onsite managed & On-street | Yes | Yes* | TfNSW (ROL) Council (ROL & EA) | TGS4002.DFT TGS4003.DFT TGS4004.DFT TMP01.DFT - MJS 2025 LOW IMPACT |
| 2f | Very High | 1 | 15K-25K | Yes Young Rd, Turton Rd | Onsite managed | Onsite managed & On-street | Yes | Yes* | TfNSW (ROL) Council (ROL) Police (User Pay) | TMP02.DFT – Or TMP03.DFT MJS 2025 MEDIUM IMPACT |
| 2g | Major | 1 | 25K+ | Yes Young Rd, Turton Rd | Onsite managed | Onsite managed & On-street | Offsite Young Rd | Yes* Park n Ride | TfNSW (ROL) Council (ROL) Police (User Pay) | TMP04.DFT - MJS 2025 HIGH IMPACT |

*refer section 17.8 for parking thresholds.*

**IMPACT SUMMARY**

| PAX Range | Scenario 1 - HISC Impact Only *(No reliance on MJS Parking)* | Scenario 2 - Multi-Venue Impact (HISC, MJS, Hockey Centre and external sports fields) |
|---|---|---|
| **<690** | Scenario 1a | *N/A* |
| **690 - 1,100** | Scenario 1b | Scenario 2a |
| **1,100 – 1,700** | Scenario 1c | Scenario 2b |
| **1,700 – 2,500** | Scenario 1d | Scenario 2c |
| **2,500 – 5,000** | *N/A* | Scenario 2d |
| **5,000 – 15,000** | *N/A* | Scenario 2e |
| **15,000 – 25,000** | *N/A* | Scenario 2f |
| **25,000+** | *N/A* | Scenario 2g |

From this the TMP has provided guidance on the various measures and controls applicable to mitigate the impact of not only stand alone HISC events, but also to demonstrate how such events coupled with others in the precinct can occur in a manageable way, similar to large events currently hosted by MJS.

# 2 Introduction

## Background

Seca Solution Pty Ltd has been commissioned by EJE Architecture on behalf of the Newcastle Basketball Association to prepare the following preliminary Traffic Event Management Plan (EMP) to support the Hunter Indoor Sports Centre (HISC) at New Lambton. This is to meet the requirements of Department of Planning, Industry and Environment in their SEARs for the project.

The purpose of this is to provide for the safe and efficient movement of traffic and pedestrians both within the road reserve and within the site. It should be read in conjunction with the TMP prepared by Traffic Plan Professionals Pty Ltd (Appendix B) to provide for various events at HISC as well as combined events including those at McDonald Jones Stadium (MJS).

Seca Solution 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 EMP and subsequent TMP is to document how the demands for larger, non-everyday events with up to 1,700 spectators and 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 the safe and efficient entry and exit to the site.

Such events shall primarily be associated with the operation of the show court and are proposed to occur 16 times per year with a range of attendee numbers.

Events such as combined high school carnivals may occur when the whole venue is used. This is consistent with normal operations however may see the arrival of players by buses which require consideration.

There may also be the occasional demand for larger events (Full House) events up to 2500 people, for example an international touring side.

## 2.1 Scope of Report

The following Preliminary Traffic Event Management Plan (EMP) 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 potential 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.

**Appendix B** provides the Traffic Management Plan and TGS plans prepared by Traffic Plan Professionals Pty Ltd which details the proposed controls and relevant mitigations for various scenarios.

## 2.2 Issues and Objectives of the study

The objectives of this preliminary Traffic Event Management Plan (EMP) are to determine the traffic management requirements for events held at the Hunter Indoor Sport Centre taking into consideration:

- the requirements of the Occupational Health& Safety Act 2000
- the location of the event space and its interface with traffic
- any reduced capacity of the road system
- the traffic impact on the non-event community & emergency services
- costs to the event organiser and the agencies.

It is to be read in conjunction with the TMP prepared for HISC by TPP.

## 2.3 Planning Context

In preparing this document, the following guides and publications were used:

- NSW Guide to Traffic and Transport Management for Special Events, July 2018 (current at time of preparation)
- Traffic Control at Work Sites (TCAWS) Ver 6.1
- Guidelines for the Planning of Bus Layover Parking – August 2018
- Australian / New Zealand Standard – Parking Facilities Part 1 : off-street car parking (AS2890.1:2004);

# 3 Proposed Events

## 3.1 Size and Frequency of Events

Newcastle Basketball Association operate various activities throughout the week which have been assessed as part of the operational (day to day) demands for the HISC (Traffic Impact Assessment *Seca Solution 2024-26*).

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. 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 HISC.

Allowing for the growth of basketball in the Hunter, spectator numbers are expected to grow with average attendance reaching 1100 spectators for NBL1 home games (Source: NSWBA utilisation model for the HISC). The number of such events could see 14 per annum.

Once such a competition is fully operational here in the Hunter, larger events such as rival clashes and finals may see spectator numbers between 1100-1700 pax with these being potentially 3 per annum.

| Event | Attendees | Frequency |
|---|---|---|
| Friday Night | <600 pax | Weekly |
| Waratah League | 500-800 pax | Competition March – September.<br>Weekly games (Sat afternoon/Sunday) |
| NBL 1 | 690-1100 pax | April - August - majority of matches (approx. 14 per year) |
| | 1100-1700 pax* | April- August - infrequent (e.g. rival clashes or finals) |
| Full House Events | 2500 | Occasional – 1 or 2 per annum |

** NSWBA Utilisation Model*

There is the occasional opportunity for a "full house" event with 2,500 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.

It is these special events that forms the basis of this EMP and the TMP included in **Appendix B.**

## 3.2 Classification of Events

For traffic and transport management purposes there are four distinct classes of special event (*NSW Guide to Traffic and Transport Management for Special Events, July 2018)* which is consistent with the updated *Guide to Traffic and Transport Management for Special Events (TfNSW Nov 2025 2.1 Event Classes).*

This classification system focuses on:

- disruption to traffic and transport systems, and
- disruption to the non-event community.

Class 1: is an event that impacts major traffic & transport systems and there is significant disruption to the non-event community. For example: an event that affects a principal transport route in Sydney, or one that reduces the capacity of the main highway through a country town.

Class 2: is an event that impacts local traffic and transport systems and there is low scale disruption to the non-event community.

For example: an event that blocks off the main street of a town or shopping centre but does not impact a principal transport route or a highway.

Class 3: is an event with minimal impact on local roads and negligible impact on the non-event community. For example: an on-street neighbourhood Christmas party.

Class 4: is an event that is conducted entirely under Police control (but is not a protest or demonstration). For example: a small march conducted with a Police escort

## 3.3 Scenarios Relevant to HISC

The types of scenarios and thresholds for HISC have been assessed allowing for two scenarios, being stand alone HISC events and those combined with others in the precinct. These have been identified with the impacts determined as outlined in the matrix below.

**Scenario 1- HISC Attendance only**

| ASSESSMENT | | | | CONSIDERATIONS | | | | APPROVALS | |
|---|---|---|---|---|---|---|---|---|---|
| Scenario | Impact | RMS Rating | Venue PAX | Road Closures | HISC Parking 231 Carparks 1:3 car/pax | Drop Off Zone | Shuttle Bus Services | Applications | TMP/ TGS |
| 1a | Insignificant | NA | <690 | No | Parking on site | No | No | N/A | N/A |
| 1b | Minor | NA | >690-1100 | No | Parking on site and off site | No | No | N/A | N/A |
| 1c | Low | 4 | >1100-1700 | No | Onsite managed & On-Street | Yes | No | TfNSW (ROL) | TMP01 TGS4003.DFT & CONSIDER TGS4002.DFT |
| 1d | Medium | 3 | >1700-2500+ | No | Onsite managed & On-Street | Yes | No | TfNSW (ROL) Council (ROL & EA) | TMP01 TGS4003.DFT 4002.DFT CONSIDER TGS4005.DFT |

**Scenario 2- Multi-Venue attendance (Addresses the potential for combined patrons of HISC, MJS, Hockey Centre and external sports fields)**

| ASSESSMENT | | | CONSIDERATIONS | | | | | | APPLICATIONS | HISC CONTROLS |
|---|---|---|---|---|---|---|---|---|---|---|
| Scenario | Impact | RMS rating | Pax/Event | Road Closures | HISC Parking 231 Carparks 1:3 car/pax | MJS Parking 900 Carparks 1:3 car/pax | Drop Off Zone | Shuttle Bus Services | Approvals | TMP/TGS |
| **2a** | **Insignificant** | NA | <1100 | No | Onsite & On-Street | Onsite | No | No | N/A | N/A |
| **2b** | **Minor** | 4 | 1100-1700 | No | Onsite managed & On-Street | Onsite | Yes | No | N/A | TGS4003.DFT & CONSIDER TGS4002.DFT |
| **2c** | **Low** | 3 | 1700- 2500 | No | Onsite managed & On-street | Onsite | Yes | No | TfNSW (ROL) Council (ROL) | TGS4003.DFT TGS4002.DFT CONSIDER TGS4005.DFT |
| **2d** | **Medium** | 2 | 2500-5000 | No | Onsite managed | Onsite & On-street | Yes | No | TfNSW (ROL) Council (ROL & EA) | TGS4003.DFT TGS4002.DFT CONSIDER TGS4004.DFT |
| **2e** | **High** | 1 | 5K- 15K | No | Onsite managed | Onsite managed & On-street | Yes | Yes* | TfNSW (ROL) Council (ROL & EA) | TGS4002.DFT TGS4003.DFT TGS4004.DFT TMP01.DFT - MJS 2025 LOW IMPACT |
| **2f** | **Very High** | 1 | 15K-25K | Yes Young Rd, Turton Rd | Onsite managed | Onsite managed & On-street | Yes | Yes* | TfNSW (ROL) Council (ROL) Police (User Pay) | TMP02.DFT – Or TMP03.DFT MJS 2025 MEDIUM IMPACT |
| **2g** | **Major** | 1 | 25K+ | Yes Young Rd, Turton Rd | Onsite managed | Onsite managed & On-street | Offsite Young Rd | Yes* Park n Ride | TfNSW (ROL) Council (ROL) Police (User Pay) | TMP04.DFT - MJS 2025 HIGH IMPACT |

*refer section 17.8 for parking thresholds

*Figure 3-1 Scenario 2 – Combined Events.*

In the impact categories detailed in the Scenario 2 matrix, should HISC have a capacity patronage of 2500, and the additional number of attendees across the multiple venues fall into Scenarios 2e, 2f or 2g, the HISC traffic management strategy would implement the controls outlined in this TMP under Scenario 1d while also deferring to the controls activated per the applicable McDonald Jones Stadium Traffic Management Plans- Low, Medium or High Impact Events.

# 4 Event Mitigation Measures

## 4.1 Site Description and Proposed Activity

The HISC will include provision for 12 indoor basketball courts including a 2,500 seat show court, offices, car parking and café spaces as well as ancillary gym and health facilities.

A permanent sealed car park with 240 parking spaces, including 8 disabled parking spaces, 9 drop off spaces and parking for 12 motorbikes will be provided on site, along with bicycle storage.

The parking spaces have been determined as being sufficient to accommodate the day to day, week in week out operational demands of the subject site which sees peak demands in the afternoon period (4-8pm).

## 4.2 Site Location

The site is on the western side of Turton Road and has street frontage to Turton Road (eastern frontage) and Monash Road (southern frontage). There is pedestrian access only from Monash Road with the only road frontage for the site for vehicles being to Turton Road. The location of the site is shown below in Figure 4-1 below.

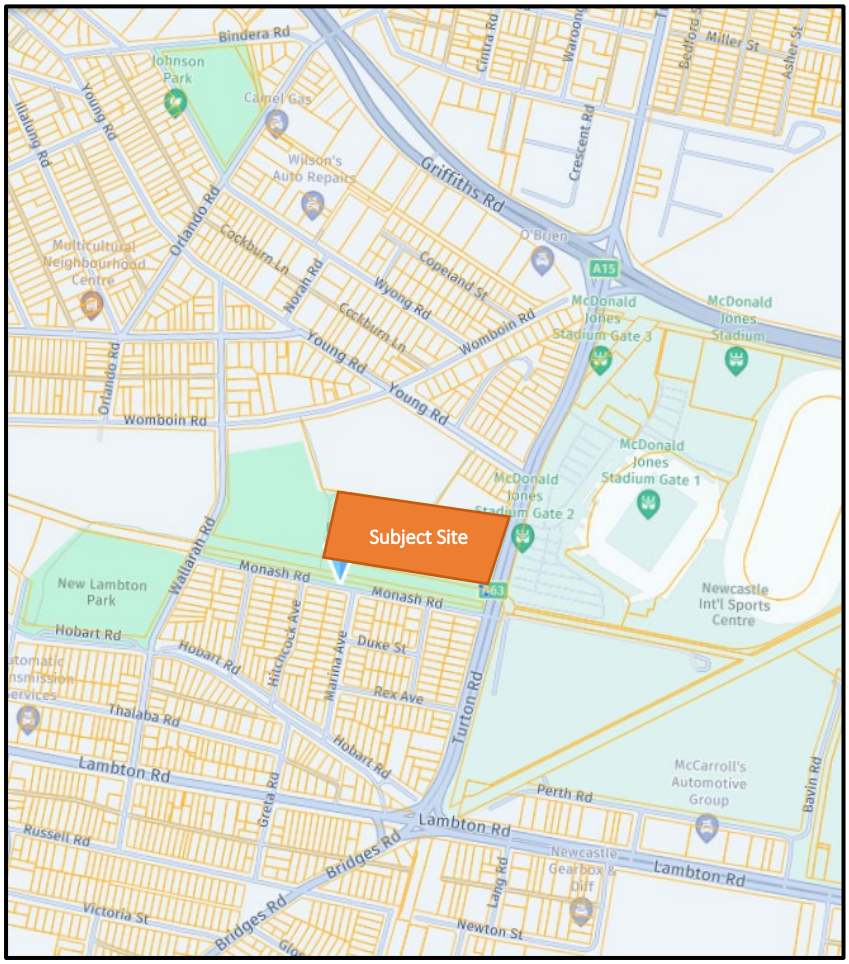



*Figure 4-1 Study Area within context of local road network (Source: Nearmap)*

## 4.3 Site Access

Access to the site is provided via a new access to Turton Road allowing left in left out only. These are managed by a central median and signage on Turton Road and shall operate in a manner consistent with the Hockey Stadium opposite.

Due to this arrangement all vehicles accessing the site shall approach from the south along Turton Road.

The design of the access and the carpark enable vehicles to enter with no delays ensuring no queuing on Turton Road. Manned entry by parking attendants during certain events occurs some 96 metres within the carpark ensuring significant vehicle capacity (15 vehicles @ 6 metres per AS2890.1) within the site and the parking design allows for the re-direction of non-ticket holders to exit the site with minimal impact within the site.

Vehicles exiting benefit from the signals to the south on Lambton Road providing gaps in the traffic flows.

The access has been designed to allow buses to also use this access to enter and exit the site.

## 4.4 Public Transport

### 4.4.1 Rail Station Locations

Broadmeadow railway station is approximately 1 kilometre east of the site and provides regular train services on the Central Coast Newcastle Line between Newcastle and Sydney. It is also a stop on the XPT Regional Train service between Sydney and Brisbane.

The station also acts as a hub for bus services operating throughout the area.

### 4.4.2 Bus Routes and Associated Facilities

Bus stops are located on Turton Road to the north of the site and are serviced by:

- Route 27 – Wallsend
- Route 138 – Lemon Tree Passage (Monday to Friday)
- Route 266 – West Wallsend (Monday to Friday)

Southbound stops have shelters and seating. Northbound the stop before Monash Road is signal only however north of the site near Young Road there is a shelter and seating.

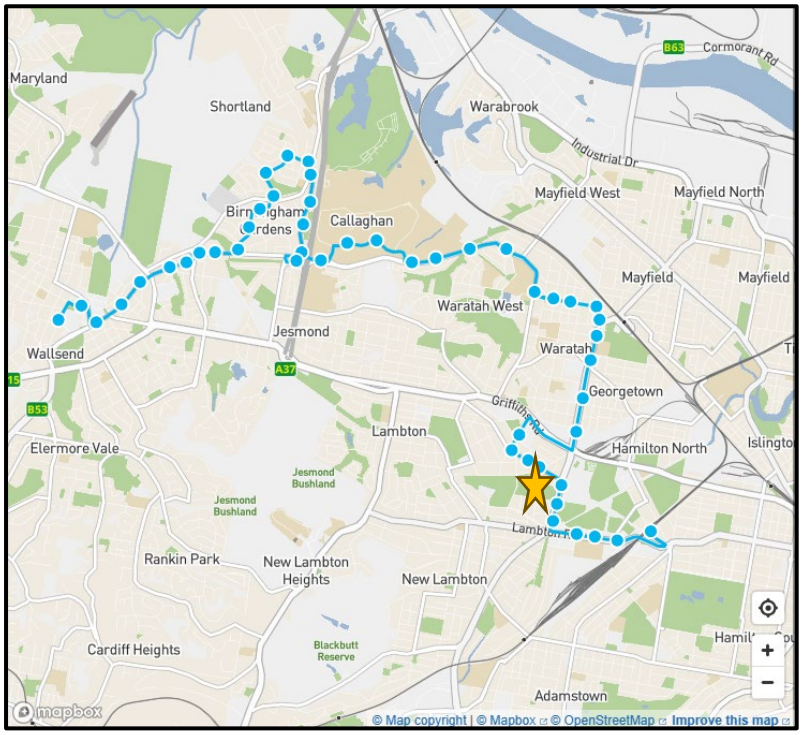



*Figure 4-2 Bus service 27 to Wallsend (Subject site ★ )*

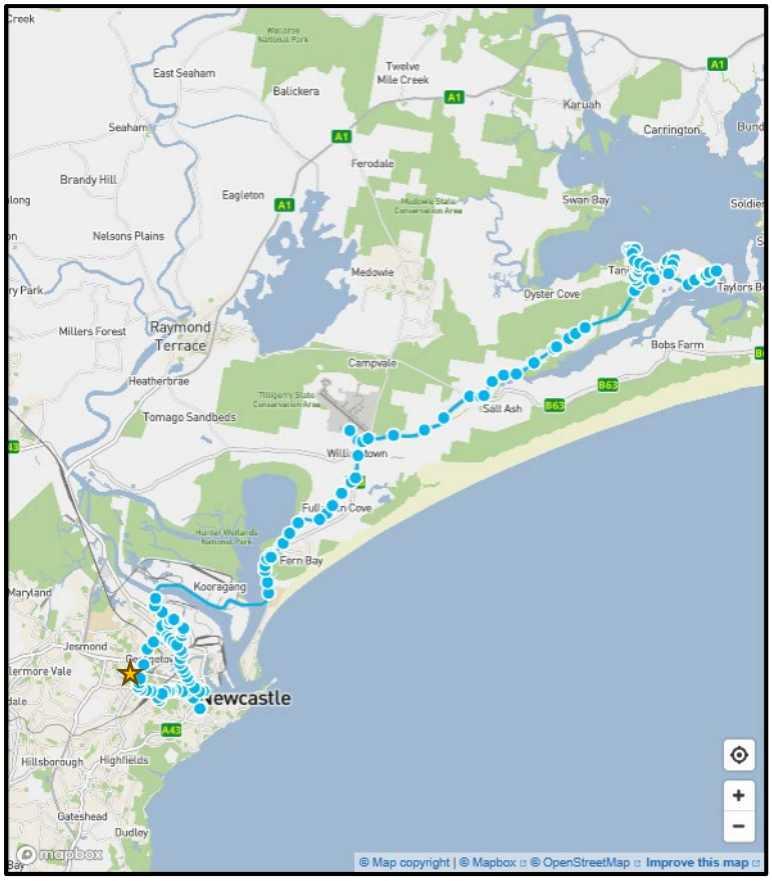



*Figure 4-3 Bus service 138 Lemon Tree Passage to Newcastle (Subject site ★)*

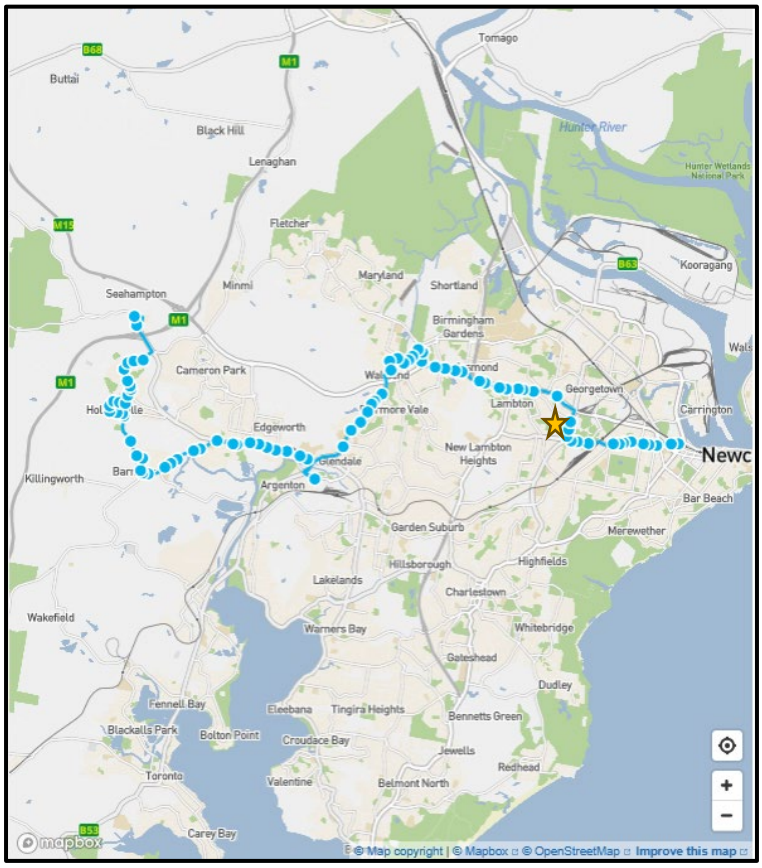



*Figure 4-4 Bus service 266 Newcastle to West Wallsend (Subject site ★)*

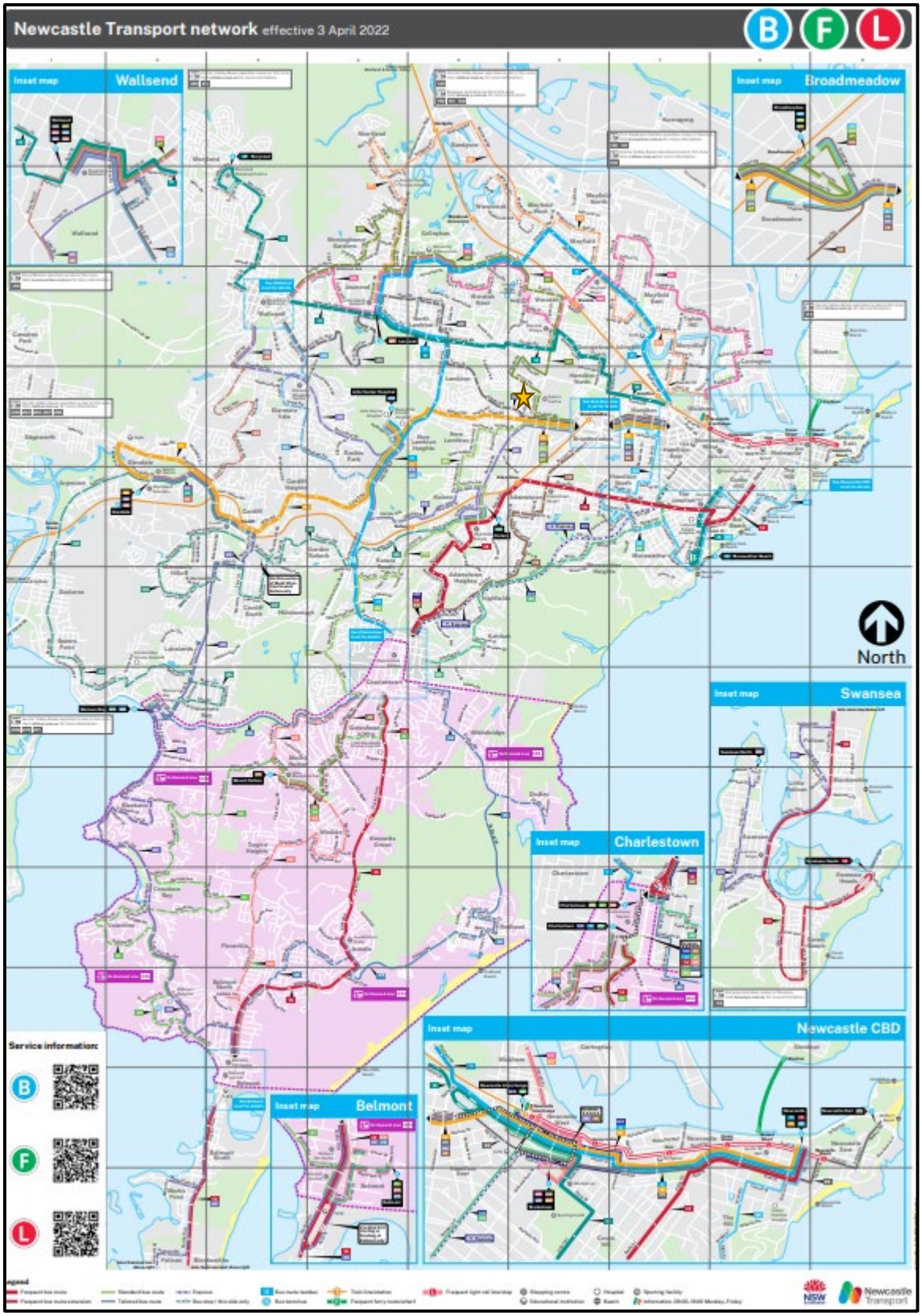



*Figure 4-5 Newcastle Bus Network*

## 4.5 Rail and Bus Service Frequencies

Both bus and rail services operate a high frequency in this area.

Broadmeadow is a major stop on the main Central Coast Newcastle line with all trains stopping at this station. A number of bus services also connect at this station.

On Turton Road service 27 runs daily whilst routes 138 and 266 operate Monday to Friday.

**Northbound Bus Services**

Turton Rd at Monash Rd

| | |
|---|---|
| 27 Wallsend | 10:09 AM |
| 27 Wallsend | 10:55 AM |
| 27 Wallsend | 11:55 AM |
| 27 Wallsend | 12:55 PM |
| 27 Wallsend | 1:55 PM |
| 27 Wallsend | 2:55 PM |
| 27 Wallsend | 3:30 PM |
| 138 Lemon Tree Passage | 3:36 PM |
| 266 Seahampton | 3:38 PM |
| 27 Wallsend | 4:10 PM |
| 27 Wallsend | 4:50 PM |
| 27 Wallsend | 5:20 PM |
| 266 West Wallsend | 5:36 PM |
| 27 Wallsend | 5:54 PM |
| 27 Wallsend | 6:24 PM |
| 27 Wallsend | 7:39 PM |
| 27 Wallsend | 8:34 PM |
| 27 Wallsend | 9:14 PM |
| 27 Wallsend | 10:06 PM |
| 27 Wallsend | 5:50 AM |
| 27 Wallsend | 6:45 AM |
| 27 Wallsend | 7:17 AM |
| 27 Wallsend | 7:55 AM |
| 27 Wallsend | 8:20 AM |
| 27 Wallsend | 8:45 AM |

**Southbound Bus Services**

Turton Rd opp Young Rd

| | |
|---|---|
| 27 Broadmeadow Station | 10:17 AM |
| 27 Broadmeadow Station | 11:13 AM |
| 27 Broadmeadow Station | 12:13 PM |
| 27 Broadmeadow Station | 1:13 PM |
| 27 Broadmeadow Station | 2:10 PM |
| 27 Broadmeadow Station | 3:03 PM |
| 27 Broadmeadow Station | 4:13 PM |
| 27 Broadmeadow Station | 4:43 PM |
| 27 Broadmeadow Station | 5:11 PM |
| 27 Broadmeadow Station | 5:51 PM |
| 27 Broadmeadow Station | 6:15 PM |
| 27 Broadmeadow Station | 7:16 PM |
| 27 Broadmeadow Station | 8:26 PM |
| 27 Broadmeadow Station | 9:26 PM |
| 27 Broadmeadow Station | 10:26 PM |
| 27 Broadmeadow Station | 5:13 AM |
| 27 Broadmeadow Station | 6:10 AM |
| 27 Broadmeadow Station | 7:10 AM |
| 27 Broadmeadow Station | 7:46 AM |
| 266 Newcastle Interchange | 7:51 AM |
| 138 Newcastle Interchange | 8:12 AM |
| 27 Broadmeadow Station | 8:14 AM |
| 266 Newcastle Interchange | 8:17 AM |
| 27 Broadmeadow Station | 8:50 AM |
| 27 Broadmeadow Station | 9:13 AM |

*Figure 4-6 Bus schedules at Turton Road near Monash Road*

*Event Management Measures*

Ticket holders will be encouraged to use public transport with Broadmeadow Station within walking distance of the stadium.

Advice on "How to Get Here" shall be included on the Newcastle Basketball web site.

## 4.6 Parking

The HISC has on-site capacity to park 240 vehicles including 9 drop off spaces allowing for the drop off of attendees by taxi etc.

The capacity of the parking has been considered allowing a conservative average car occupancy of 3 people which would provide parking for 693 patrons on site.

| Attendance | Parking Demands | On-site Parking | Monash Road | Other |
|---|---|---|---|---|
| **1100** | 367 | 231 | 80+60 | Nil |
| **1700** | 567 | 231 | 80+60 | 196 |
| **2500** | 833 | 231 | 80+60 | 462 |

On-street parking is also available along the Monash Road frontage. There is in the order of 140 (90-degree) parking spaces on the northern side of Monash Road, 80 of which are along the site. This parking will provide overflow parking during NBA1 Events in a manner consistent with other events held in the precinct.

TPP have determined the extent of on-street carparking along non-residential road frontages within 1.5km of the Turton Road precinct which combined with on-site parking at HISC for HISC events, and MJS for stadium events, and off-street parking at various locations including the Council depot north of the precinct on Turton Road provides the potential for 6,510 spaces to be available for use by the community when events are held in the precinct. This allows for 19,530 patrons to travel by car and park.

From this it can be seen that events at HISC will generate a low demand for parking being less than 10% of the available parking supply.

*Event Management Measures*

Access to the on-site parking will allow for those associated with nominated events (>1100 pax) including players, officials, caterers, first aid staff and teams arriving in buses etc along with spectators who will require a valid parking ticket.

Provide parking information in conjunction with ticket purchases and via the event web pages etc.

Variable Message Boards will provide advanced notice of larger events and advise that carparking on site is subject to a valid pre-purchased parking ticket.

Spectators arriving by public transport or parking to the east of Turton Road can then cross Turton Road at the signalised crossing allowing for the safe and controlled movement of pedestrians at this location.

<u>Parking Attendants</u>

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 HISC 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.

## 4.7 Local Road Network

The traffic modelling report for the sports centre determined that *"upon undertaking SIDRA analysis, it can be confirmed that no to minor extra delays would be expected across most surrounding intersections after construction of the proposed Indoor Sports Centre.*

During events at HISC, traffic will be able to access the site as assessed for everyday operations.

When events are being held at MJS, access to HISC would continue to be available allowing for day-to-day operations as well as some events.

## 4.8 Pedestrian Access

There is a wide network of pedestrian paths in the locality, reflecting the high demand for pedestrian movements in the area. This includes footpaths along both sides of Lambton Road and Turton Road.

There are pedestrian phases on all legs at the signalised intersections of Turton Road and Lambton Road and Turton Road and Griffith Road. There is also a signalised mid-block crossing of Turton Road, along the site frontage to allow for safe and controlled pedestrian movements in this location.

*Event Management Measures*

A designated pedestrian route shall be provided through the site between the HISC and Turton Road.

Larger events at HISC shall include a marshal at the exit onto Monash Road to support the safe movement of pedestrians across the regional footway/cycleway at the conclusion of events.

## 4.9 Bus Access

The site has been designed to accommodate the movement of buses up to 14.5m.

On-site parking is available for two buses as well as additional parking for 22 seater buses during typical school type activities and events.

*Event Management Measures*

Parking for 22 seater buses associated with school type activities shall be pre-booked with HISC management. These areas shall be nominated and secured with bollards or similar to be kept available for such buses to park once passengers have alighted.

The exiting of buses during larger events will be managed to provide a suitable gap between bus departures.

## 4.10 Monitoring and Review

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 Sports Centre and addressing any significant impacts on road operation or safety.

# 5 Summary and Recommendations

## 5.1 Recommendations

The attached Traffic Management Plan considered the impact where parking demands above 693 attendees occurred. The assessment determined that mitigation was only required when attendance would be greater than 1100 patrons.

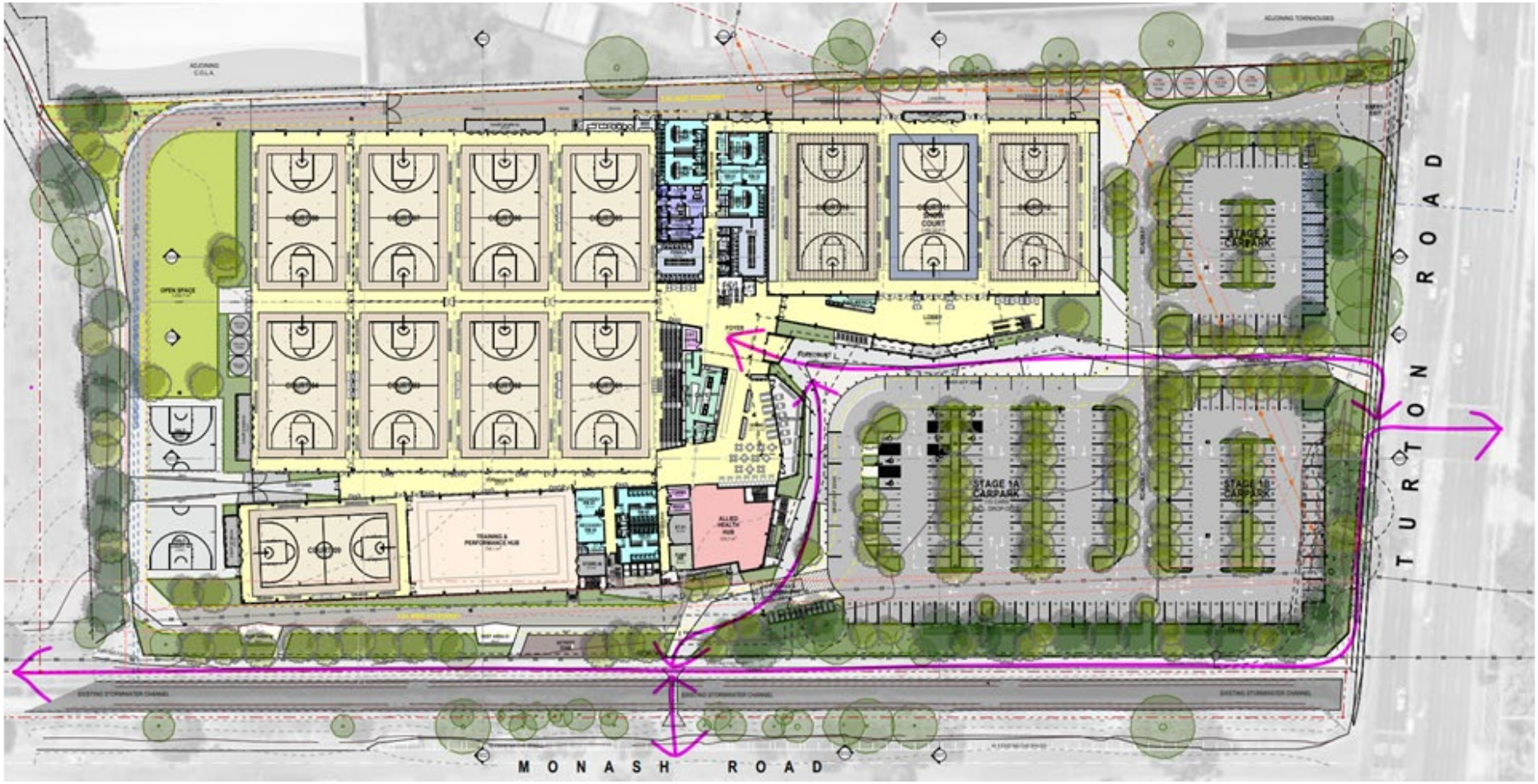
The overall conclusion from these investigations is that traffic and parking arrangements for Scenario 1 (HISC only) events can be managed with minor impacts and no requirements for road closures or on street traffic controls.

Combined (Scenario 2) events may trigger higher levels of control depending upon the total number of participants anticipated.

In conclusion, allowing for the management measures outlined in the EMP and TMP, the HISC can provide the following:

- events anticipated allowing for the use of the Show Court with up to 2,500 attendees plus players and officials;
- can operate its daily operations when other events are occurring in the precinct; and
- can operate events in conjunction with other events subject to the relevant controls and measures being implemented across the precinct.

## Appendix A – Internal pedestrian route



# Appendix B –Traffic Management Plan (Traffic Plan Professionals)

# TRAFFIC MANAGEMENT PLAN

Version 02.3 2026

Prepared By: **Sarah Arane**
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Form 1.TMP.10-2021.TPP.DFT

## TMP01 - Master TMP
## Hunter Indoor Sports Centre

Traffic Plan
Professionals Pty Ltd

# CONTENT

# 1 DOCUMENT AUTHOR

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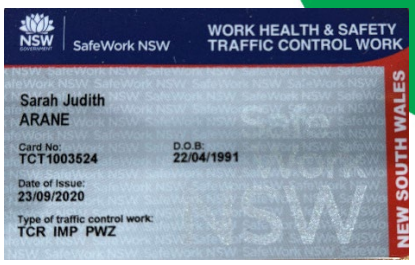
| **Prepared By** | Sarah Arane<br>Planning and Operations Officer, Projects & Events Division |
| **Signature** | **Certification (IMP/TCR/PWZ)** TCT1003524 |
|  |  |
| **Dated** | |
| 12 May 2026 | |

# 2 DOCUMENT HISTORY

| Reviewed By | Version | Date | Comments |
|---|---|---|---|
| HISC Project Group | V01/25 | 28 May 2025 | Update Matrix and Reference Docs |
| **HISC Project Group** | V02/26 | 13 March 2026 | Update Matrix and Reference Docs |
| **HISC Project Group** | V02.1 26 | 24 March 2026 | Update Reference Docs |
| **HISC Project Group** | V02.2 26 | 13 April 2026 | Update to event sample details |
| | | | |

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# 5 CONFIDENTIALITY STATEMENT

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# 6 TERMS AND DEFINITIONS

| Terms | Definitions |
|---|---|
| TfNSW | Transport for New South Wales |
| PAX | Person Amount X |
| ADT | Average Daily Traffic |
| AS/NZS | Australian Standards/New Zealand Standards |
| PAC | Police Area Command |
| LGA | Local Government Area |
| PWZ/TMP | Prepare a Work Zone/Traffic Management Plan |
| VMS | Variable Message Sign |
| LT | Light Tower |
| TGS | Traffic Guidance System |
| TMP | Traffic Management Plan |
| HISC | Hunter Indoor Sport Centre |
| VPAX | Vehicle Compacity |
| MJS | McDonald Jones Stadium |

# 7 EXECUTIVE SUMMARY

The Traffic Management Plan (TMP) reviews the effective management of Traffic, Transport, and Parking for events held at the Hunter Indoor Sports Centre (HISC), and also the impact of contemporaneous operations occurring at HISC and neighboring McDonald Jones Stadium and Newcastle International Hockey Stadium.

This Transport Management Plan (TMP) contains the following significant components.

1. Compliance: Sections (s) 1-14, these sections, cover Approvals, Planning, Strategies and Risk.
2. Operations: Sections (s) 15-19, describes the Event Details, Road Closures, Speed Reductions, Transport, Parking, VMS, and Lightower Locations. The Operations Section is usually printed as quick reference material along the TGSs for the Traffic Manager on the day(s) of the event.

This TMP evaluates two scenarios where operations at HISC require traffic management outside of the day-to-day arrangements.

**Scenario 1** details at a HISC only level what mitigation measures an Insignificant, Minor, Low and Medium impact event operation requires.

**Scenario 2** details at a multi-venue level what mitigation measures an Insignificant, Minor, Low, Medium, High, Very High and Major impact event requires.

This **Low and Medium Impact TMP** details the traffic management controls to be put in place should an event be occurring at HISC of between 1100-1700 (Scenario 1c) and 1700-2500 (Scenario 1d) and suggested additional traffic controls if an event occurring at an additional venue results in a *combined patronage* of between 2500 and 5000 pax at one time (Scenario 2d).

An example of when Scenario 2 conditions would occur include a show court event at HISC while a small sports event or conference simultaneously takes place at the MJS.

The Events Assessment Matrices below provide a simple-to-use tool to triage such events and for staff to make an informed decision. Below are the criteria considered for each impact level:

**ASSESSMENT**

- HISC Impact (Insignificant, Minor, Low and Medium) – *Does this HISC event exceed or impacts the onsite parking or are there other events occurring within the precinct that impact the event parking onsite.*
- Multi Venue Impact (Insignificant, Minor, Low, Medium, High, Very High and Major) – *A Multi venue event(s) that exceeds or impacts the onsite parking of both venue or other events that impact the event parking onsite.*
- TfNSW Rating (1, 2, 3 and 4) see Traffic & Transport Management of Special Events.
- Venue Pax per day or at any one time (day/time),

**CONSIDERATIONS**

- Road Closures
- Parking (Onsite or Overflow)
- Park n Ride
- Shuttle Bus Services
- Competing Events (Stadium, Hockey)

**APPROVALS**

- Applications Required (also see Section 13- Road Approvals Matrix),
- The TMP or TGS to be used for each scenario where applicable.

## IMPACT SUMMARY

| PAX Range | Scenario 1 - HISC Impact Only *(No reliance on MJS Parking)* | Scenario 2 - Multi-Venue Impact (HISC, MJS, Hockey Centre and external sports fields) |
|---|---|---|
| **<690** | Scenario 1a | *N/A* |
| **690 - 1,100** | Scenario 1b | Scenario 2a |
| **1,100 – 1,700** | Scenario 1c | Scenario 2b |
| **1,700 – 2,500** | Scenario 1d | Scenario 2c |
| **2,500 – 5,000** | *N/A* | Scenario 2d |
| **5,000 – 15,000** | *N/A* | Scenario 2e |
| **15,000 – 25,000** | *N/A* | Scenario 2f |
| **25,000+** | *N/A* | Scenario 2g |

## Scenario 1- HISC Attendance only

| ASSESSMENT | | | | CONSIDERATIONS | | | | APPROVALS | |
|---|---|---|---|---|---|---|---|---|---|
| **Scenario** | **Impact** | **RMS Rating** | **Venue PAX** | **Road Closures** | **HISC Parking 231 Carparks 1:3 car/pax** | **Drop Off Zone** | **Shuttle Bus Services** | **Applications** | **TMP/ TGS** |
| **1a** | **Insignificant** | NA | <690 | No | Parking on site | No | No | N/A | N/A |
| **1b** | **Minor** | NA | >690-1100 | No | Parking on site and off site | No | No | N/A | N/A |
| **1c** | **Low** | 4 | >1100-1700 | No | Onsite managed & On-Street | Yes | No | TfNSW (ROL) | TMP01 TGS4003.DFT & CONSIDER TGS4002.DFT |
| **1d** | **Medium** | 3 | >1700-2500+ | No | Onsite managed & On-Street | Yes | No | TfNSW (ROL) Council (ROL & EA) | TMP01 TGS4003.DFT 4002.DFT CONSIDER TGS4005.DFT |

Examples of the types of events and frequency that fall into the impact categories above include:

| Event | Attendees | Frequency |
|---|---|---|
| Friday Night | <600 pax | Weekly |
| Waratah League | 500-800 pax | Competition March – September.<br>Weekly games (Sat afternoon/Sunday) |
| NBL 1 | 690-1100 pax | April - August - majority of matches (approx. 14 per year) |
| | 1100-1700 pax* | April- August - infrequent (e.g. rival clashes or finals) |
| Full House Events | 2500 | Occasional – 1 or 2 per annum |

** NSWBA Utilisation Model*

**Scenario 2- Multi-Venue attendance (Addresses the potential for combined patrons of HISC, MJS, Hockey Centre and external sports fields)**

| ASSESSMENT | | | CONSIDERATIONS | | | | | | APPLICATIONS | HISC CONTROLS |
|---|---|---|---|---|---|---|---|---|---|---|
| Scenario | Impact | RMS rating | Pax/Event | Road Closures | HISC Parking 231 Carparks 1:3 car/pax | MJS Parking 900 Carparks 1:3 car/pax | Drop Off Zone | Shuttle Bus Services | Approvals | TMP/TGS |
| **2a** | **Insignificant** | NA | <1100 | No | Onsite & On-Street | Onsite | No | No | N/A | N/A |
| **2b** | **Minor** | 4 | 1100-1700 | No | Onsite managed & On-Street | Onsite | Yes | No | N/A | TGS4003.DFT & CONSIDER TGS4002.DFT |
| **2c** | **Low** | 3 | 1700- 2500 | No | Onsite managed & On-street | Onsite | Yes | No | TfNSW (ROL) Council (ROL) | TGS4003.DFT TGS4002.DFT CONSIDER TGS4005.DFT |
| **2d** | **Medium** | 2 | 2500-5000 | No | Onsite managed | Onsite & On-street | Yes | No | TfNSW (ROL) Council (ROL & EA) | TGS4003.DFT TGS4002.DFT CONSIDER TGS4004.DFT |
| **2e** | **High** | 1 | 5K- 15K | No | Onsite managed | Onsite managed & On-street | Yes | Yes* | TfNSW (ROL) Council (ROL & EA) | TGS4002.DFT TGS4003.DFT TGS4004.DFT TMP01.DFT - MJS 2025 LOW IMPACT |
| **2f** | **Very High** | 1 | 15K-25K | Yes Young Rd, Turton Rd | Onsite managed | Onsite managed & On-street | Yes | Yes* | TfNSW (ROL) Council (ROL) Police (User Pay) | TMP02.DFT – Or TMP03.DFT MJS 2025 MEDIUM IMPACT |
| **2g** | **Major** | 1 | 25K+ | Yes Young Rd, Turton Rd | Onsite managed | Onsite managed & On-street | Offsite Young Rd | Yes* Park n Ride | TfNSW (ROL) Council (ROL) Police (User Pay) | TMP04.DFT - MJS 2025 HIGH IMPACT |

**refer section 17.8 for parking thresholds.*

In the impact categories detailed in the Scenario 2 matrix, should HISC have a capacity patronage of 2500, and the additional number of attendees across the multiple venues fall into Scenarios 2e, 2f or 2g, the HISC traffic management strategy would implement the controls outlined in this TMP under Scenario 1d while also

deferring to the controls activated per the applicable McDonald Jones Stadium Traffic Management Plans- Low, Medium or High Impact Events.

# 8 SCOPE

This plan addresses the traffic management for the proposed works following consultation and assessments from the respective stakeholders listed in this document.

Where applicable, the document includes the provision for the safe movement of vehicle and pedestrian traffic, the protection of workers from passing traffic, the design, installation and removal of any necessary temporary detours, the provision of traffic controllers, and the installation of temporary advance warning signs and safety barriers.

Road closures are minimised to maintain regular traffic flow and various traffic control devices and measures are used to create the relevant Traffic Control Plans.

This document is to be read in conjunction with the following:

| # | Document | Version |
|---|---|---|
| **1** | TfNSW Guide to Transport & Management for Special Events | 3.45 |
| **2** | TfNSW Traffic Control at Worksites Manual | 6.1 |
| **3** | AS/NZS | 2890.6-2009. |
| **4** | Local Government Act 1993 | No 30 |
| **5** | Roads Act 1993 | No 33 |
| **6** | Australian Standard | 1742 |
| **7** | The Use of Variable Message Sign (VMS) TfNSW Policy | 10.408 |
| **8** | Traffic Management Master Plan - Roche Estate | V01.2021 |
| **9** | Risk Management - Guidelines | ISO31000:2018 |
| **10** | Safework Australia – Traffic Management: Guide for events | April 2021 |
| **11** | Safework Information Sheet – Traffic Management | April 2021 |
| **12** | Traffic Event Management Plan - SECA | May 2025 |
| **13** | Traffic Impact Assessment – SECA Solutions | May 2025 |

# 9 OBJECTIVES

The core objectives for the Traffic Management Plan are to:

1. Ensure the safety of its employees, contractors, the public, TfNSW personnel, pedestrians, cyclists and traffic.
2. Keep traffic delays to a minimum,
3. Maintain satisfactory property access,
4. Minimise disruption to businesses,
5. For works near speed cameras, traffic lights & traffic counters, etc.
   a) Inform the TfNSW Representative and
   b) Not damage the equipment,

c) Make suitable arrangements where required.
d) When required, obtain approvals and licenses such as Road Occupancy, Direction to Restrict (DTR for Speed Limit Sign Authorisation) and Traffic Signals,

6. Minimise disturbance to the environment,
7. Design temporary roadways and detours per the TfNSW Road Design Guide and
8. Meet TfNSW Traffic Control at Worksites Technical Manual.

# 10 MANAGEMENT OF THE TMP

Traffic Plan Professionals Pty Ltd has undertaken that it will provide the Traffic Guidance Schemes (TGS) for the events at the site location.

The Council, TfNSW or consenting authorities require that all traffic control works to be carried out by Work Cover NSW certified and accredited personnel.

# 11 IMPLEMENTATION

Traffic Management for work or events sites will be per the TfNSW Traffic Control at Work Sites Manual as modified to site conditions.

Implementing these plans is the client's responsibility and shall be carried out by SafeWork NSW certified and accredited personnel.

# 12 PLANNING STRATEGIES & TMP APPROVAL

Preparation of the final draft plans, assessment and approvals are required by the following stakeholders.

| Agency | Area |
|---|---|
| NSW Police | Newcastle PAC |
| Council | City of Newcastle (Council) |
| TfNSW | Regional and Outer Metropolitan |
| NCTC | Newcastle Traffic Committee |

The final TMP, once resolved through the above stakeholders, is to be submitted for approval to the NCTC Chairperson (City of Newcastle). Notification of the utilisation of the TMP must be provided to the NCTC Chairperson 3 months prior to any expected event to allow notification of all road network stakeholders. Should confirmation of an event be received with less than 3 months prior to the implementation date, notification must be provided as soon as practicable, and approvals are to be obtained under direct consultation with the NCTC Chairperson (City of Newcastle).

The TMP must be reviewed if requested in writing by the NCTC Chairperson. This may be requested following advice from any major stakeholder or in response to issues related to the delivery of the TMP for any future event.

# 13 ROAD APPROVALS

To regulate traffic or install a traffic control device(s) on a public road in NSW requires road approvals (consent) from either/or both TfNSW and the Local Government (Council/Shire). These Consenting authorities may also need the NSW Police Form 1 to be completed and approved as part of the approval process. These individual approvals are required for each instance to implement the TMP.

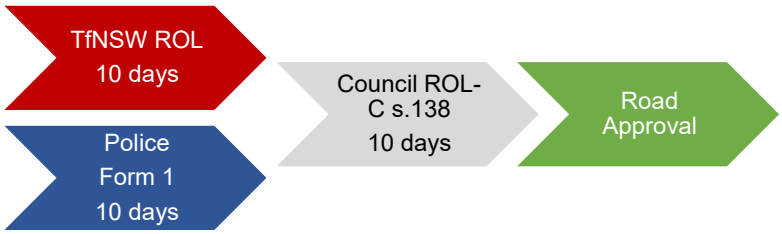
**ROL (TfNSW)** - The placement of a VMS(s), the Phasing of Traffic Lights, regulating of traffic or the closure(s) of a lane or road on state roads or intersecting side roads will require a ROL to be lodged with TfNSW **OPLINC** (including the associated TMP and TGS).

**ROL-C (Council)** - A Road Occupancy Licence (Local Road) is required for the use of part or all of a Council Road (including roadway, footpath or nature strip within Council Road reserve) to carry out different types of works.

The application form must be submitted at least **5 business days** before the permit is required or **10 days prior** to the commencement of works for a complex Traffic Management Plan (TMP), including works requiring the closures or interaction of multiple roadways. All applications must include a Traffic Guidance Scheme (TGS), Certificate of Currency, Notification leaflet/letter and Distribution Map.

You will need to complete the **Roads-Road Occupancy Application Form** and submit it, along with all supporting documentation, to **traffic@ncc.nsw.gov.au**

The below matrix provides an overview of the workflow approval process.

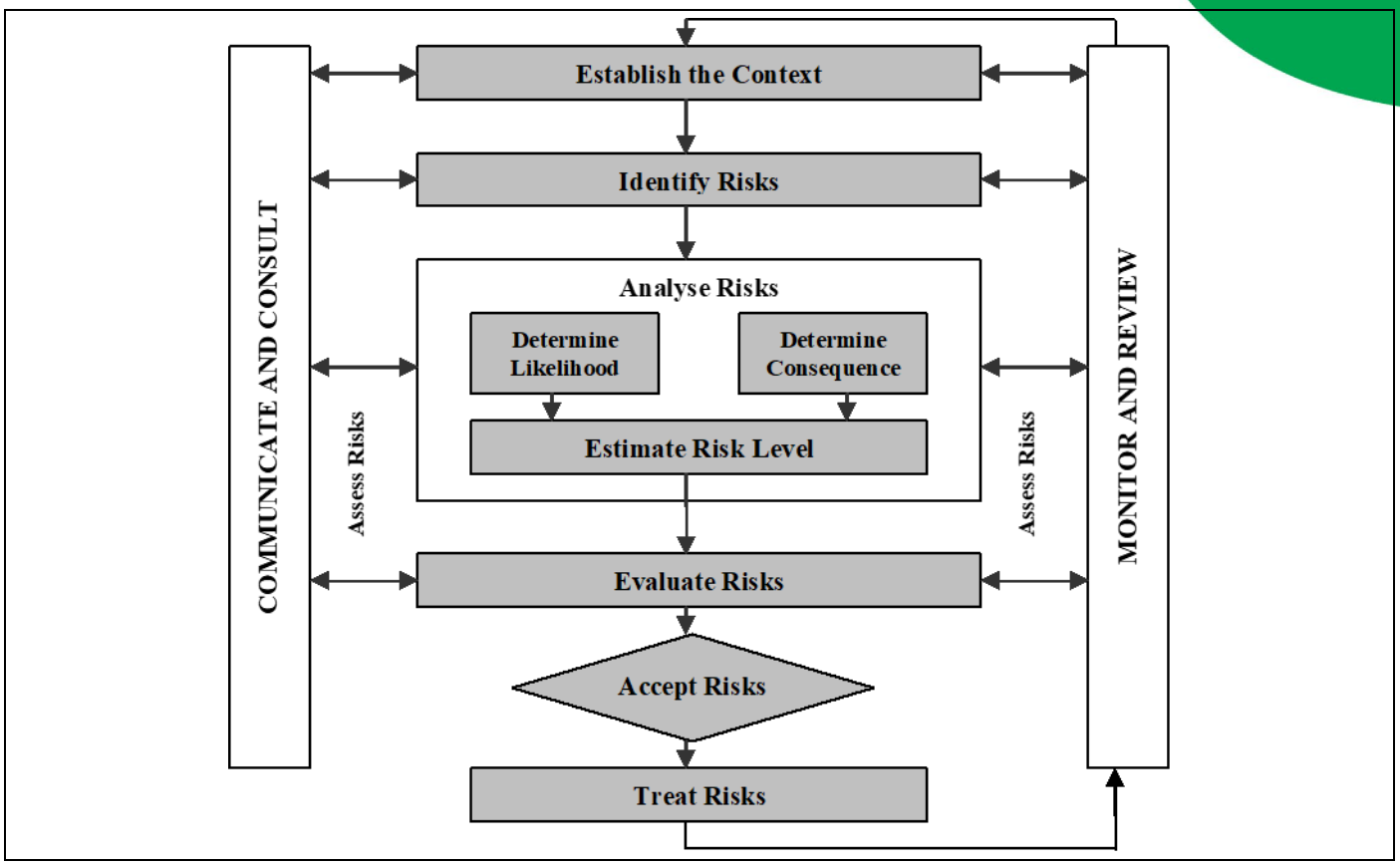
| Sequence | Agency | Document | Time Frame |
|---|---|---|---|
| **1** | TfNSW | Road Occupancy Licence (ROL) | 10 Business Days |
| **2** | NSW Police | Notice of Intention to Hold a Public Assembly (Form 1) | 10 Business Days |
| **3** | Council | **Road Occupancy Licence (ROL-C)**. (Roads Act s.138) | 10 Business Days |
| **The total process timeframe is 20 Days (not including weekends)** | |  | |
| **Notes:** | | Both the **ROL** and **Form 1** can be lodged at the same time. However, you will need these approvals to be lodged with the **ROL-C** (Roads Act s.138) to the City of Newcastle (Council).<br><br>If the TMP requires User Paid Police to be engaged to conduct **Point Duties,** the **Notice and Request for Services with NSW Police** must lodge at least 90 days from the event date. | |

| | |
|---|---|
| | All forms are available online and can be easily searched using document headings. |

# 14 RISK MANAGEMENT

## 14.1 Risk Management Process

Throughout the Risk Management process, we will link activities to the Australian Standards AS ISO 31000:2018. These standards provide a systematic approach to Risk Management.




## 14.2 Risk Tolerance

A risk rating determined to be higher than a "low" or a "moderate" level (see: "Risk Assessment Tool" below for descriptions of these terms should result in senior management assessing the viability of implementing the suggested additional control measures.

Even where a residual risk of a "low" or moderate" level exists, senior management should further evaluate where it is viable to reduce the likelihood or consequences of that stated risk.

## 14.3 Risk Assessment Tool

The risk assessment tool acts as a guide to determine an appropriate rating for each risk. However, it is important to note that risk is subjective, and therefore, any ratings applied are considered in this context.

| Likelihood | Consequences | | | | |
|---|---|---|---|---|---|
| | **Insignificant (1)** *(Minor problem easily handled by normal day to day processes)* | **Minor (2)** *(Some disruption possible, e.g. damage equal to $500k)* | **Moderate (3)** *(Significant time/resources required, e.g. damage equal to $1 million)* | **Major (4)** *(Operations severely damaged, e.g. damage equal to $10 million)* | **Catastrophic (5)** *(Business survival is at risk damage equal to $25 million)* |
| **Rare (1)** *(e.g. <3% chance)* | **2** | **3** | **4** | **5** | **6** |
| **Unlikely (2)** *(e.g. between 3% and 10% chance)* | **3** | **4** | **5** | **6** | **7** |
| **Moderate (3)** *(e.g. between 10% and 50% chance)* | **4** | **5** | **6** | **7** | **8** |
| **Likely (4)** *(e.g. between 50% and 90% chance)* | **5** | **6** | **7** | **8** | **9** |
| **Almost certain (5)** *(e.g. >90% chance)* | **6** | **7** | **8** | **9** | **10** |

## 14.4 Risk Score Evaluation

| Risk Score | Risk Level | Response |
|---|---|---|
| 2-4 | Low | Manage through routine procedures |
| 5-6 | Moderate | Specific procedures and monitoring required, specify management responsibility |
| 7-8 | High | Action plan required specific senior management attention and specified responsibility |
| 9-10 | Extreme | Immediate action required, senior management needed with detailed plan and Senior Management responsibility noted |

## 14.5 Risk Treatments

Treatment of the risks associated with hazards identified will involve appropriately selecting a treatment option as indicated below.

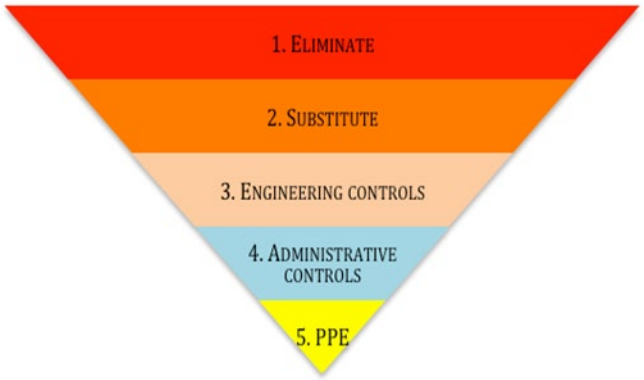
The Hierarchy of Hazard Controls is recommended as the best-practice approach to addressing the source of real/safety risks and thus eliminating or minimising such risks. When a hazard is identified, it shall be:

1. Eliminated (designed out, eliminated),
2. Substituted (i.e. if a hazardous work practice exists it should be replaced with non-hazardous or less hazardous work practice),
3. Isolated (if nothing could be done in short term the hazard should be isolated, so it does not impose a risk to a person),
4. Controlled through engineering methods (guarded away using covers etc.),
5. Controlled through Administrative means (procedures/practices, inductions, instructions, workplace training etc.),
6. Persons protected by PPE (Personal Protective Equipment).

The controls should be used in order as indicated - starting from Eliminate as the best approach and then working down the options. A combination of hazard controls from the list above could be used to address any one hazard at one time - a hazard control on its own is not exhaustive and can be used in a combination with one or more other controls.

The primary aim of risk control is to eliminate the risk; the best way of achieving this is to eliminate the hazard. If this is not possible, the risk must be minimised by utilising the ALARP principle.

| Nomination | Multiplier | Outcome |
|---|---|---|
| A | = | As |
| L | = | Low |
| A | = | As |
| R | = | Reasonably |
| P | = | Practicable |




SA/SNZ HB 205:2017 states that the most effective form of risk control is to eliminate the hazard. However, suppose this is not reasonably practicable to eliminate the hazard. In that case, the risk must be minimised to the lowest reasonably practicable level by taking the following measures in the order and as determined by the risk assessment (Hierarchy of Controls).

If no single control is appropriate, a combination of the above controls will be taken to minimise the risk to the lowest reasonably practicable level.

## 14.6 Risk Assessment Plan (Risk Register)

A list of potential causes, consequences and control measures relevant to HISC Scenario 1c and 1d are provided. This should not be considered an exhaustive list

| # | HAZARD | RISK | CURRENT | | | CONTROL MEASURES | RESIDUAL | | | RESPONSIBILITY |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | LIKELIHOOD | CONSEQUENCE | RISK RATING | | LIKELIHOOD | CONSEQUENCE | RISK RATING | |
| **TRAFFIC RISKS** | | | | | | | | | | |
| 1 | Cyclist and or Vehicle/ Pedestrian interaction | Short Term Injury<br>Long Term Injury | 4 | 3 | H | Road closures within the venue to ensure minimal interaction.<br>Traffic controllers control access within the site where pedestrians may be gathering.<br>First aid trained person onsite.<br>Relevant Signage advising cyclists/drivers of pedestrians ahead.<br>All staff should be in a hi-vis vest when working around traffic. | 2 | 2 | L | Event Organiser<br>Traffic Control |
| **2** | Illegal Parking | Short Term Injury<br>Financial<br>Delay | 3 | 1 | L | Attendees advised as to their responsibility to park in a compliant/allocated location.<br>Council are responsible for non-compliant Parking & regulatory enforcement. | 2 | 1 | L | All patrons<br>Event Organiser |
| **3** | Overcrowding on roads | Death<br>Short Term Injury<br>Long Term Injury<br>Delay | 2 | 3 | M | Tickets are typically pre-purchased, and numbers for the site pre-ascertained<br>Playlists assist with patronage numbers and movement.<br>Traffic controller to assist carpark access | 2 | 1 | L | Event Organiser<br>Traffic Controller |
| **4** | Road Subsidence | Death<br>Short Term Injury<br>Long Term Injury<br>Delay | 4 | 3 | M | All staff along the internal roads must be vigilant, monitor the surface, and report any damage to the event organiser. | 2 | 2 | L | Venue<br>Event Organiser<br>LGA |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LGA responsible for external road network | | | | |
| 5 | Traffic Jam in the surrounding area | Short Term Injury<br>Long Term Injury<br>Delay | 3 | 2 | M | Custom TGS's for the event. Undertake consultation with relevant stakeholders as part of planning.<br>Traffic Controller onsite during the live event to monitor areas and liaise with the nominated rep.<br>Traffic queues observed during ingress and Egress.<br>Venue times extend to allow for longer staggered ingress.<br>Various egress strategies to assist with Egress. | 2 | 2 | L | Site Manager<br>Traffic Control |
| 6 | Vehicle Breakdown | Financial<br>Delay | 3 | 2 | M | Alternate routes are to be utilised.<br>Contingency routes are to be considered as part of planning. | 1 | 2 | L | Event Organiser<br>Traffic Controller<br>Police |
| **WEATHER RISKS** | | | | | | | | | | |
| 7 | Exposure to Cold | Short Term Injury<br>Financial<br>Reputation | 2 | 3 | M | Thermal first aid sheets shall be in all first aid kits and first aid on site.<br>Staff to be provided with relevant PPE.<br>Call Emergency Services 000 Ambulance. | 1 | 2 | L | Event Organiser<br>First aid<br>Traffic Control |
| 8 | Exposure to Sun | Short Term Injury<br>Financial<br>Reputation | 4 | 2 | M | All staff to wear Sun rated caps/hats where possible.<br>Sunscreen is available to staff from the supervisor.<br>Water available from supervisor & staff reminded to bring a spare supply.<br>All TC's reminded to use sunscreen and protective clothing. | 2 | 2 | L | First aid<br>Event Organiser<br>Traffic Control |
| 9 | Heavy Rain | Death<br>Short Term Injury<br>Long Term Injury<br>Delay | 2 | 4 | M | Supply wet weather gear for the crew if required.<br>Medics/trained first aiders onsite during the event.<br>Unsafe areas to be barricaded off.<br>Ensure when installing Signage not to block existing drains/water flow. | 2 | 2 | L | First aid<br>Event Organiser<br>Traffic Control |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **10** | Lightning | Death<br>Short Term Injury<br>Long Term Injury | 1 | 5 | M | Refer AS1768<br>Monitor BOM for any change in weather.<br>Do not hold stop/slow bat during lightning.<br>Where possible, seek shelter if safe to do so. | 1 | 4 | L | Event Organiser<br>Traffic Control |
| **11** | Strong Wind | Death<br>Short Term Injury<br>Financial | 3 | 3 | M | BOM to be monitored throughout the event by the Event Organiser.<br>All supervisors are to be advised of any noteworthy change.<br>Medics/trained first aiders onsite during the event.<br>If an injury occurs, call Emergency Services 000 Ambulance / Police.<br>All temporary signs are to be weighted in high wind areas. | 3 | 2 | M | First Aid<br>Event Organiser<br>Traffic Control |
| **HEALTH RISKS** | | | | | | | | | | |
| **12** | Medical Emergency | Death<br>Short Term Injury<br>Long Term Injury<br>Financial<br>Delay<br>Reputation | 2 | 3 | M | Emergency access routes are always planned and kept clear.<br>Communications to ensure all parties are abreast.<br>Emergency services to be contacted on 000.<br>Dedicated Emergency Services routes & access points with a clear path for fast access, traffic controllers are handling access points. | 2 | 2 | L | Medical Manager<br>Event Organiser<br>Traffic Control |
| **13** | Staff Fatigue | Short Term Injury<br>Delay | 2 | 2 | L | TPP Fatigue Management Plan implemented.<br>Team leader(s) is to monitor staff and ensure fatigued staff is replaced.<br>The rostering manager to ensure rosters are compliant with FMP. | 2 | 2 | L | Roster Manager<br>Team leader<br>Traffic Control |
| **SITE RISKS** | | | | | | | | | | |
| **14** | Slip/Trip/Falls | Short Term Injury<br>Long Term Injury | 3 | 2 | M | Site inspection to identify hazards & remove/treat same in your immediate work area only.<br>Traffic control are to monitor areas and advise of any spills/potential slip hazards that may exist.<br>Ensure pathways are lit sufficiently on significant pedestrian routes. | 2 | 2 | L | Event Organiser<br>First Aid<br>Traffic Control |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Install light towers in poorly lit areas. | | | | |
| **MISCELLANEOUS** | | | | | | | | | | |
| **15** | Communication Failure | Death<br>Short Term Injury<br>Financial<br>Reputation | 3 | 2 | M | Consultation with stakeholders ensures that everyone is aware of correct procedures in case of loss of communication. Monitor/report any issues with radios.<br>Radio check on commencement of shift.<br>Contract only reliable radio supplier with a proven record.<br>Backup radios used to replace any faulty radios.<br>Use of Instant messenger apps as backup (i.e.. WhatsApp), use encryption where possible. | 2 | 2 | L | Telecommunications Provider<br>Two Way Radio Provider<br>Event Organiser<br>Emergency Services |

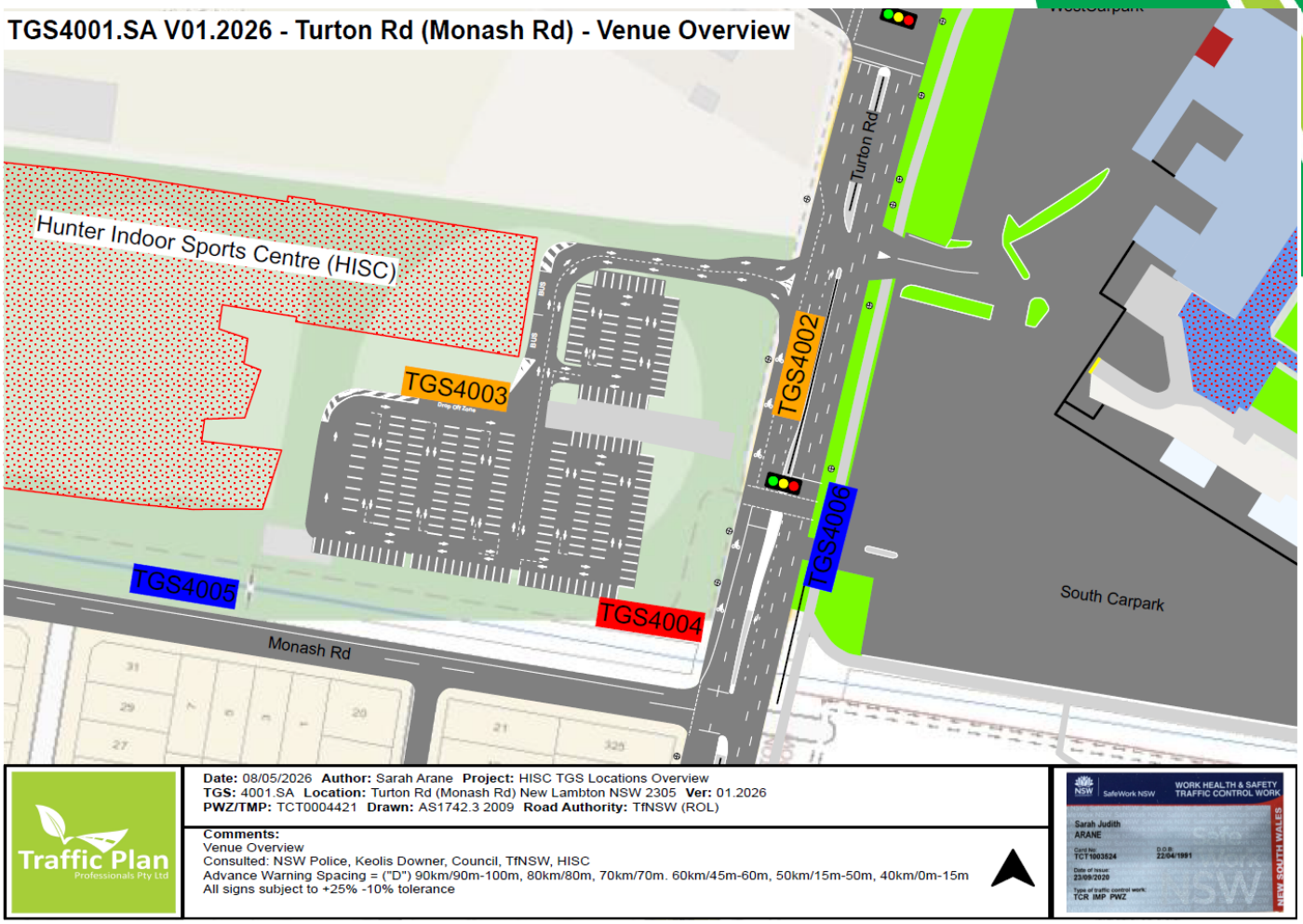
# 15 EVENT DETAILS

The table below will be filled out for each event when submitting the TMP with the Council and Traffic for NSW applications.

| | |
|---|---|
| **Event Name** | |
| **Event Date(s)** | |
| **Event Time(s)** | |
| **Gates Open Times** | |
| **Bump In/Out Date(s) & Time(s)** | |
| **Road Closure Dates/Times(s)** | |
| **Venue(s)** | Hunter Indoor Sports Centre |
| **Event Pax** | 1100-1700 (Low Impact Events) or 1700-2500 (Medium Impact Events) |
| **Demographic** | |
| **Event Contact** | **General Contact:**<br>E: admin@newcastlebasketball.com.au<br>P: 02 4961 3185<br><br>**Events and Operations:**<br>E: ian.mckensey@newcastlebasketball.com.au<br>M: 0432 111 382 |
| **Notes** | |

# 16 VENUE MAP(S)

The venue map below provides an overview of the event boundaries regarding the associated road closures, control points and Parking for the event.




# 17 TRAFFIC MANAGEMENT

Traffic management is regulated by implementing tailored TGSs designed to meet event-specific operations during the event and the impacts of other events. As a result, this plan is prepared to safely control traffic with minimal impact on non-event stakeholders, as recommended in the TfNSW Guide to Traffic and Transport Management for Special Events.

The TfNSW Guide to Traffic and Transport Management for Special Events reads that a TGS be a Risk Management Plan for traffic in the risk management context. However, a TGS shall not be an acceptable form of risk management, and the event organiser should seek an independent risk review.

At its core, the prepared TGSs implement various short-term road closures to manage vehicular and pedestrian flow within the precinct safely.

## 17.1 Traffic Guidance Schemes (TGS)

Traffic Guidance Schemes **TGS4001.SA-TGS4006.SA** (see appendix) provide the control measures for regulating traffic management in conjunction with pedestrian interaction in Scenarios 1b, 1c, 1d.

## 17.2 Traffic Control Points, Road and Lane Closures and Detours

Short-term lane closures and control points will be implemented at the following location(s) during scenario 1c, 1d and Scenario 2d conditions.

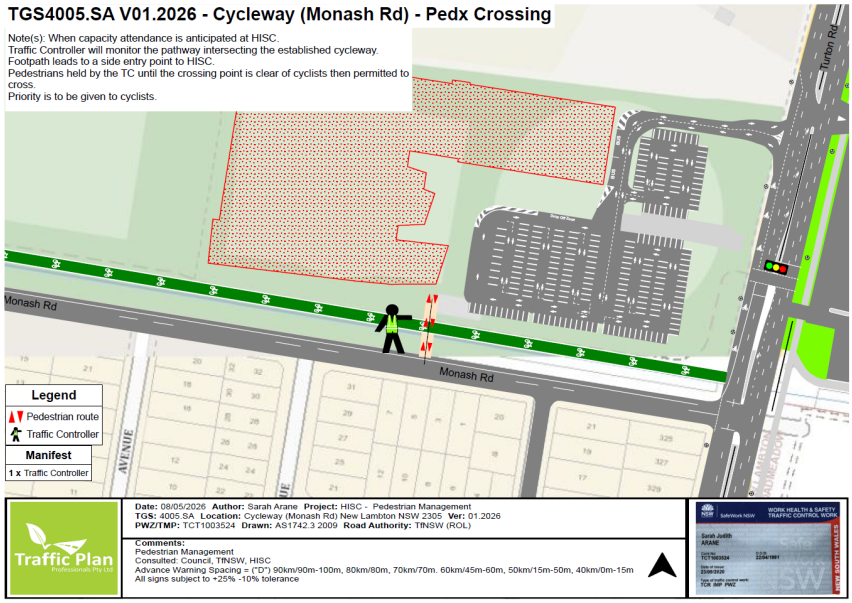
**Traffic Control Points**

| TGS | Road (Intersection or Location) | Road Authority | Timings | Control | Notes |
|---|---|---|---|---|---|
| **4002** | Turton Rd (HISC) | TfNSW (ROL) | 4 hours pre-event to 2 hours post-event | TC, Advance Warning Signage | TC and signage to advise of limited parking. |

## 17.3 Pedestrian Ingress and Egress

Pedestrian access will remain unrestricted under all Scenario 1 a-c event conditions at HISC (up to 1700 patrons), as the volume of pedestrian traffic for ingress and egress to the venue is minimal and does not warrant additional control measures.

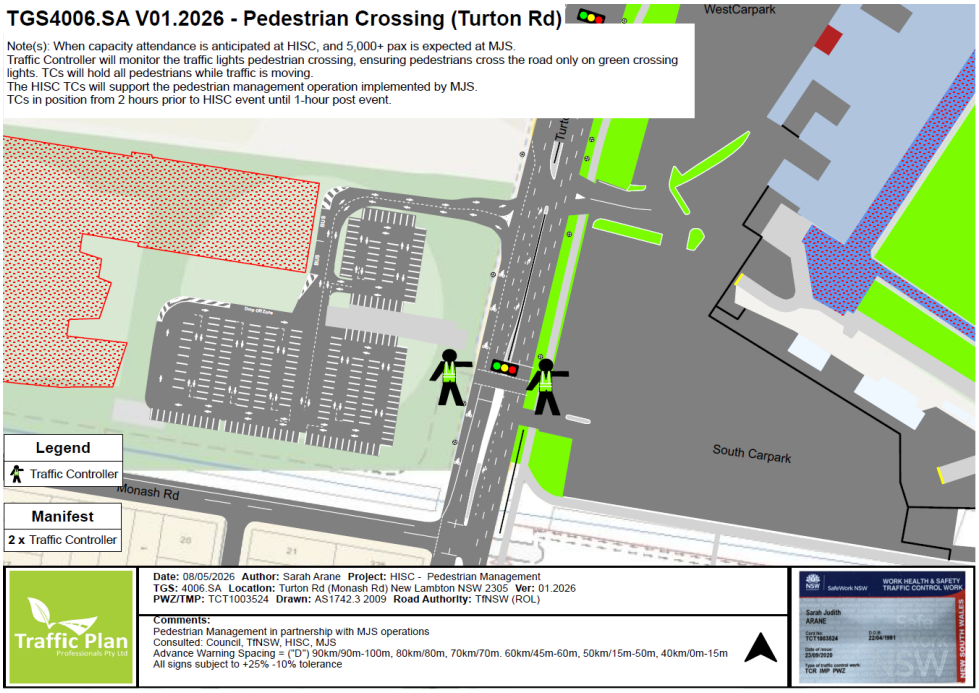
Under Scenario 1d attendee volumes of between 1700 and 2500 patrons, TGS4005.SA will be implemented with a Traffic Controller assisting with pedestrian management at the cycleway crossing point on the Monash Rd side entrance.



During Scenario 2e, 2f and 2g conditions, multi-venue events at the HISC and MJS, where a significant volume of pedestrian traffic is expected to be crossing Turton Rd in either direction, appropriate pedestrian and traffic management protocols will be implemented to ensure safe and efficient movement of crowds in and around the precinct.

To support the additional pedestrian volumes contributed by HISC during Scenario 2e, 2f and 2g conditions, additional traffic controllers will be engaged by HISC to assist at the pedestrian traffic lights on Turton Rd. As per TGS4006.SA, traffic controllers will manage pedestrians crossing the road to ensure patrons adhere to the traffic lights.

These pedestrian controllers will be operating as per TGS4006.SA in accompaniment to any pedestrian operations that may be undertaken by MJS as per the relevant MJS TMP conditions implemented (refer Section 7 matrix).




## 17.4 User-Paid Policing

At the time of this traffic assessment, User Paid Police will not be required for HISC events.

## 17.5 Vehicle Emergency Access

In the case of an emergency, vehicle access entry/exit points shall be in the following locations.

| Location | Notes |
|---|---|
| **Turton Rd (Main entrance)** | Entrance will be under traffic control; all emergency vehicles are permitted through |
| | |
| | |
| | |

## 17.6 Public Transport

Public transport services will not be impacted by Low to Medium-impact events at HISC, but these services may find heavier than usual use.

Patrons attending HISC have access to regular bus services, with the nearest bus stops located on Turton Road and Lambton Road. Bus routes 13, 23, 25, 26, and 27 provide convenient access to the area, running services toward the Stadium and the surrounding precinct.

KDH will be notified on a regular basis of the upcoming event schedules and should a need for greater capacity be identified this will be addressed on an as-needs basis.

However, it should be noted that sporting and concert events held at McDonald Jones Stadium can affect local bus routes, with additional route services, shuttles, and Park and Ride buses implemented during major events. Under these Scenario 2 conditions, consultation with McDonald Jones Stadium and Keolis Downer will be undertaken to minimise any potential impacts on the non-event community.

The Newcastle Transport Network Map highlights different bus routes available to patrons. For further information, visit https://newcastletransport.info/


## 17.7 Event Parking

Onsite parking is available with approximately 231 parking spaces inclusive of seven Accessible Parking spaces. A drop-off zone will operate within the carpark.

During Scenario 1c and 1d Low and Medium-impact events, and all Scenario 2 event conditions, onsite parking operations will be managed by Traffic Controllers for carpark access and drop-off zone management.

Spaces will be reserved for players and match officials, and once the carpark reaches capacity spectators will be directed to utilize the surrounding on-street and council car parking.

## 17.8 Street Parking

The nearby on-street parking has been assessed as sufficient for the requirements of a Scenario 1c and 1d events occurring at HISC and also when Scenario 2d patronage volumes are attending nearby venues, particularly when taking into consideration a percentage of eventgoers for any venue will opt to use public transport, rideshare, drop off, or walk/bike arrival options.

Below is a map of identified parking zones within a 1.5km walk of the HISC site (see Appendix 10). This map deliberately excludes the McDonald Jones Stadium carpark, as well as street parking directly outside residences to ensure thorough assessment of alternative parking solutions.

In addition, a breakdown of each identified area with approximate number of car spaces and projected patron numbers based on a car occupancy of 1:3 is listed included in Appendix 11- Parking areas and vehicle calculations.


For Scenario 1c Low-impact events being held at HISC of up to 1700 patrons, if every single attendee was to arrive by car, the estimated parking spaces required is calculated to be 567 (based on 1 car per 3 attendees). This means an additional 336 offsite car spaces would need to be used.

For Scenario 1d Medium-Impact event conditions, up to 2500 patrons, the estimated number of parking spaces required is 834 (1 car per 3 attendees). An additional 603 offsite car spaces would need to be utilized.

As identified in Appendix 11, the on-street parking surrounding the proposed location provides more than the required number of spaces during a Scenario 1d event. These spaces are not weather-dependent.

Under Scenario 2 conditions, should an event be occurring at McDonald Jones Stadium concurrently to events at HISC, the MJS stadium carpark with a 900-vehicle capacity would be utilised by stadium patrons as would be expected under their normal operational conditions.

In Scenario 2e, at approx. 10,000 pax, a joint-venue shuttle bus service may be implemented in accordance with MJS TMP01- Low Impact Events.

Refer to section 17.11 for further details on proposed shared shuttle bus arrangements.

It is anticipated that the use of overflow parking sites such as Wanderers Oval, Richardson Park, and Newcastle Entertainment Centre would be considered during Scenario 2e, 2f and 2g.

In these scenarios, should these overflow parking areas be unable to be used due to inclement weather, the shuttle bus service will be promoted to attendees of the venues as an alternative transport option.

Refer also to the *Traffic Impact Assessment* – SECA Solutions (Appendix 6).

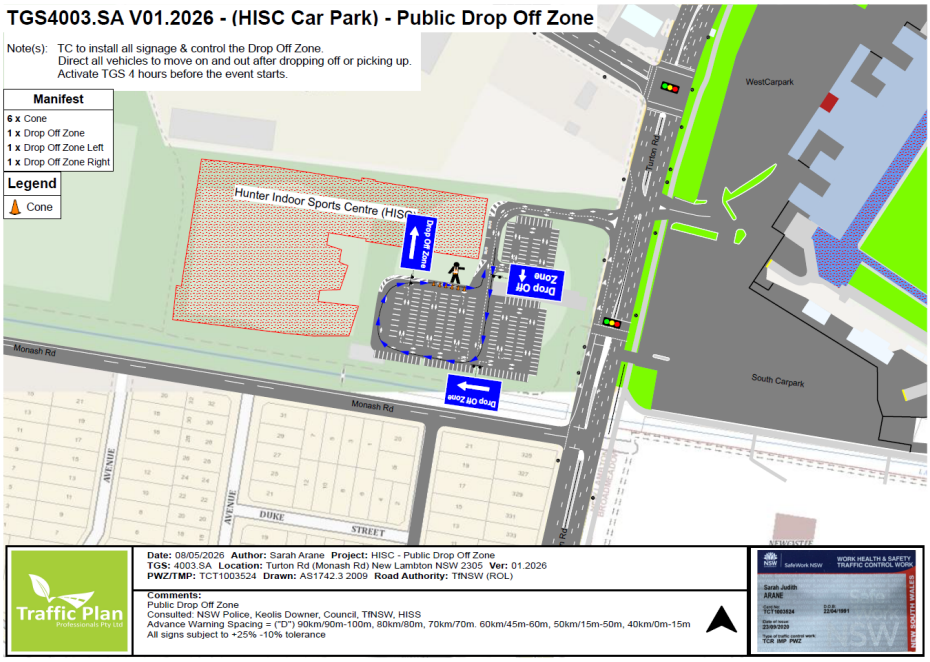
## 17.9 Rideshare Locations

Drop-off zones are available within the venue parking; these can be used as a ride-share solution.

## 17.10 Public Drop-Off/Pickup Zone.

Public drop-off and pick-up zones will be operational on event days, with dedicated areas provided within the venue's parking facilities.

The Table and TGS below outline the drop-off /pickup zone locations and operations.



| TGS | Road (Intersection or Location) | Road Authority | Timings | Notes |
|---|---|---|---|---|
| **4003** | HISC Carpark (Turton Rd) | NA | 4 hours before the event starts and operates until the event ends or zone is clear | TC to install Signage 4 hours before the event starts on event day and keep the zone clear for event drop-offs/pickups. |

## 17.11 Shuttle Bus Services

Shuttle bus services for HISC only events (Scenario 1) will not be required due to the low number of patrons accessing the area.

In Scenario 2e, 2f, 2g conditions where the MJS Low-Impact TMP is activated and a crowd of over 10,000 attendees is expected at the stadium, a shuttle bus service is in operation.

Should a HISC event be occurring concurrently to MJS it is proposed that event-goers to the basketball stadium also make use of this service to alleviate some of the reliance on the on-street parking surrounding the two venues.

This joint-operation would be collaborated on a per-event basis, with any identified need for increases to bus numbers, or extended operating periods to be actioned.

In scenarios where HISC patrons are also encouraged to utilise the shuttle services, HISC would contribute to the planning, implementation and cost of this operation. Further planning regarding the finer details of these collaborations will be finalised at a later date, with these details not inside the scope of this TMP.

When a multi-venue shuttle service is in operation, HISC patrons will be communicated with in advance of the availability of this transport option and the recommendation to make use of the service.

Per the MJS Low-Impact TMP, shuttle buses operating for the stadium will continue to use the Turton Rd frontage of HISC as a shuttle stop for loading/unloading attendees, with capacity for three buses to use this space.

## 17.12 Accessible Parking

Accessible Parking is available onsite at HISC, with seven signposted spaces available on a first-come first served basis.

## 17.13 Regulatory Signage

No additional regulatory signage will be required during Scenario 1c or 1d event conditions at HISC.

## 17.14 Speed Zones

No temporary speed reduction zones will be implemented for Scenario 1c or 1d events.

## 17.15 Lighting Towers

No additional light lowers are required during events at HISC, with the proposed permanent lighting strategy providing sufficient lighting for safe pedestrian movement.

## 17.16 Communications

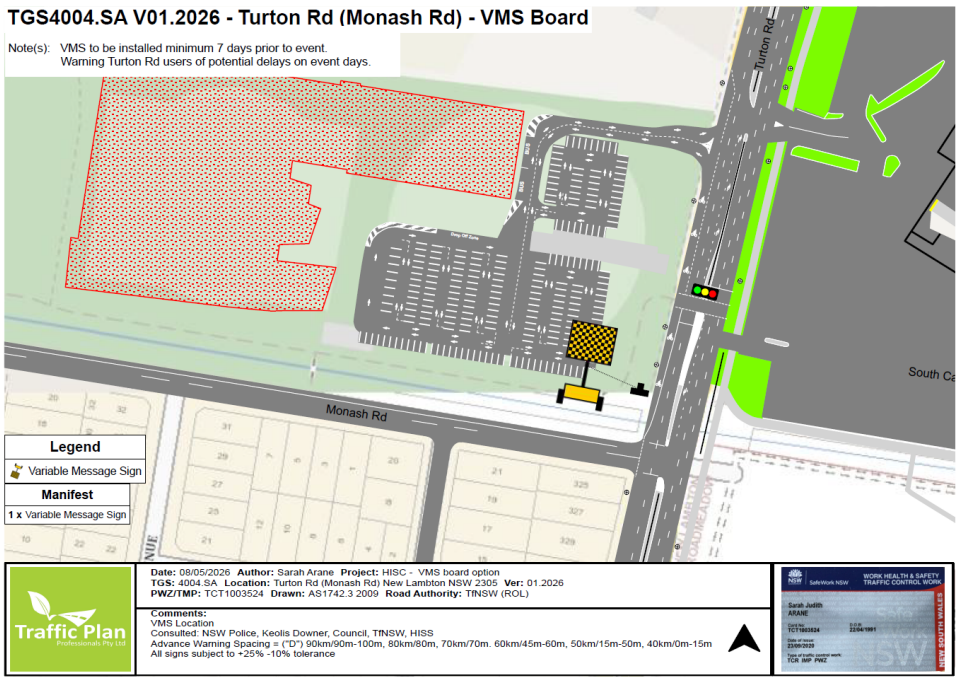
To effectively capture HISC patronage and communicate changes to parking operations, the implementation of a dedicated communication plan is required.

Refer to the attached*: (Draft) Hunter Indoor Sports Stadium: Event-Day Communications Plan* as appendices to this document.

## 17.17 Variable Message Signs

VMS (Variable Message Sign) boards may be considered on a per-event basis for advance warning or notification of changed traffic conditions for Medium-impact events at HISC.

A VMS board located directly outside the venue may be considered for use in the 7 days prior to a Scenario 1d Medium-impact event to warn Turton Rd users of increased traffic expected. Refer to TGS4004.SA for location.




However, it should be noted that McDonald Jones Stadium regularly uses VMS boards for standalone concerts and sporting events.

Should Scenario 2 event conditions occur, in consultation with the Stadium, a joint VMS board strategy is proposed to be developed, where these VMS boards may also be utilised by HISC to provide additional pre-event notice if deemed necessary.

This strategy involves combined VMS messaging on MJS VMS boards that are in positions that will have the most impact in pre-warning patrons of upcoming multi-venue events.

The messaging will be determined on a per-event basis in collaboration between the venues.

In the event that a combined VMS strategy is implemented, HISC would assist in the organisation and contribute to the operating costs of these. Further planning regarding the finer details of these collaborations will be finalised at a later date, with these details not inside the scope of this TMP.

## 17.18 Public Notifications

Due to the impact on surrounding residents during Medium-impact events at HISC (Scenario 1d), resident notification letters may be recommended as part of the pre-event strategy. This may be determined on a per-event basis following consideration of the impact of the event based on the time of day, type of crowd and other factors.

As reviewed in the *Traffic Impact Assessment – SECA Solution V08-February 2026*.

# 18 CONSULTATION AND CONTACTS

The list below is the practitioners consulted as document owners, stakeholders, or approval authorities for this document.

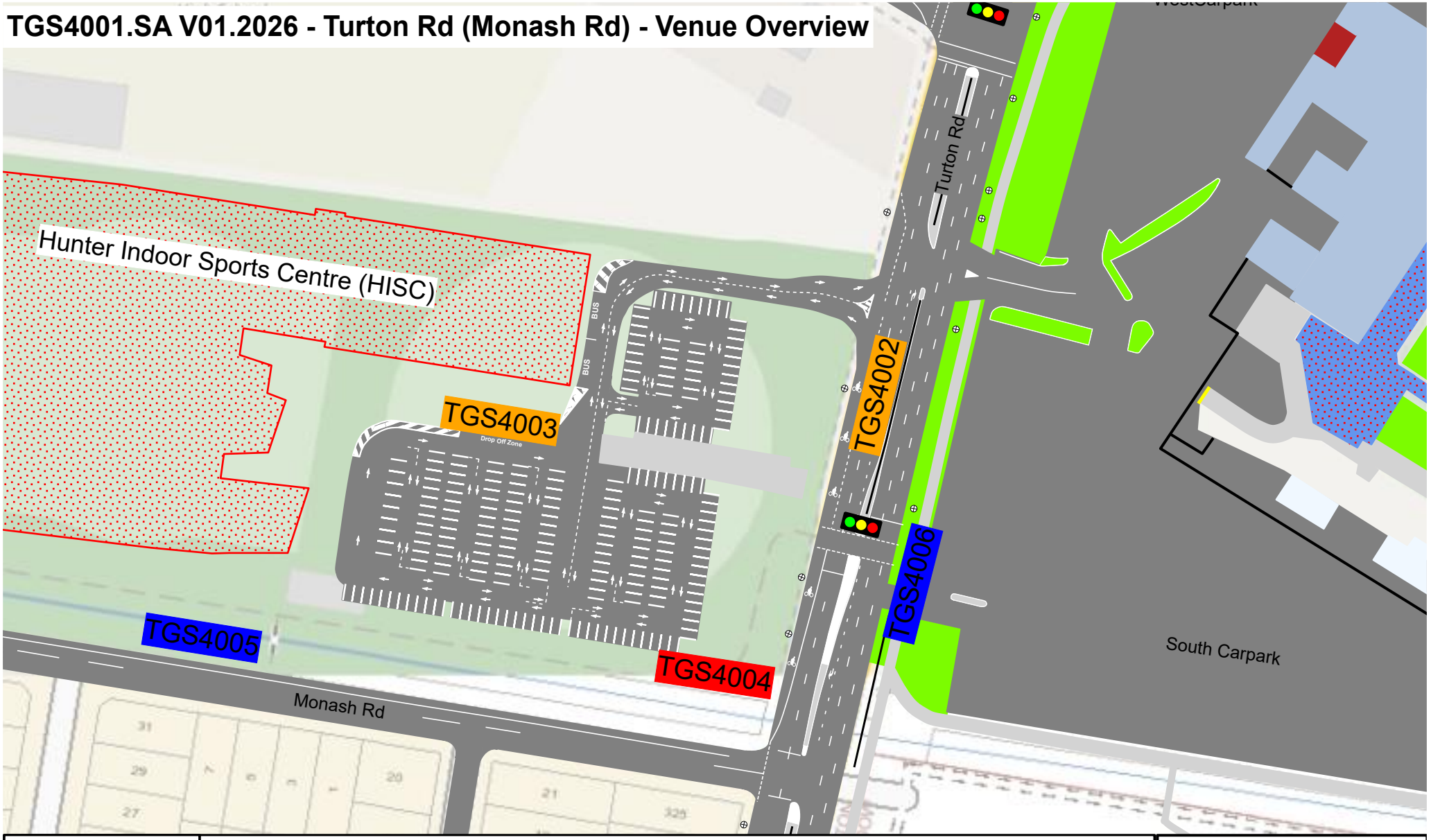
| NAME | ORGANISATION | ROLE | PHONE |
|---|---|---|---|
| **Sarah Arane** | Traffic Plan Professionals Pty Ltd | Planning and Operations Officer, Projects & Events Division | 0402 003 355 |
| **Ryan Tranter** | City of Newcastle (Council) | Manager - Transport & Regulation | 0478 879 330 |
| **Dean Mantle** | Venues NSW (Stadium) | Venue Manager | 0466 858 592 |
| **Luke Daniels** | Venues NSW (NEC) | General Manager | 0439 332 424 |
| **Rosie Sutcliffe** | (Urbis) | Project Statutory Planner | 0407 294 925 |
| **Simon Haire** | (BNSW) | Project Director and Client Representative | 0428 600 657 |
| **Amy Saper** | Keolis Downer | Network Coordinator and Planner | 0429 435 957 |
| **Mark Reece** | NSW Police | Traffic Services | (02) 4926 6534 |
| **Aaron Visser** | City of Newcastle (Council) | Senior Traffic Engineer | (02) 4974 1412 |

# 19 APPENDIX

The appendices below form part of the TMP and should be read in part of/or whole when reviewing the above information.

| # | Document Name |
|---|---|
| **1** | TGS4001.SA V01.2026 - Turton Rd (Monash Rd) - Venue Overview |
| **2** | TGS4002.DFT V01.2025 - Turton Rd (Monash Rd) - Controlled Car Park Access |
| **3** | TGS4003.DFT V01.2025 - (HISC Car Park) - Public Drop Off Zone |
| **4** | TGS4004.SA V01.2025- Turton Rd (HISC Car Park) - VMS Location |
| **5** | TGS4005.SA V01.2026- Cycleway (Monash Rd) Pedx Crossing |
| **6** | TGS4006.SA V01.2026- Pedestrian Crossing (Turton Rd) |
| **7** | Traffic Event Management Plan – SECA Solutions – May 2025 |
| **8** | Traffic Impact Assessment – SECA Solutions – May 2025 |
| **9** | Hunter_Indoor_Sports Centre_Communications_Plan – V01 - DRAFT |
| **10** | Identified on street and public car parks in surrounding area. |
| **11** | Parking areas and vehicle calculations |

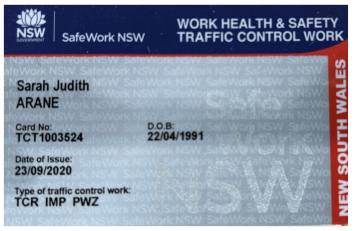
# TGS4001.SA V01.2026 - Turton Rd (Monash Rd) - Venue Overview




Traffic Plan Professionals Pty Ltd

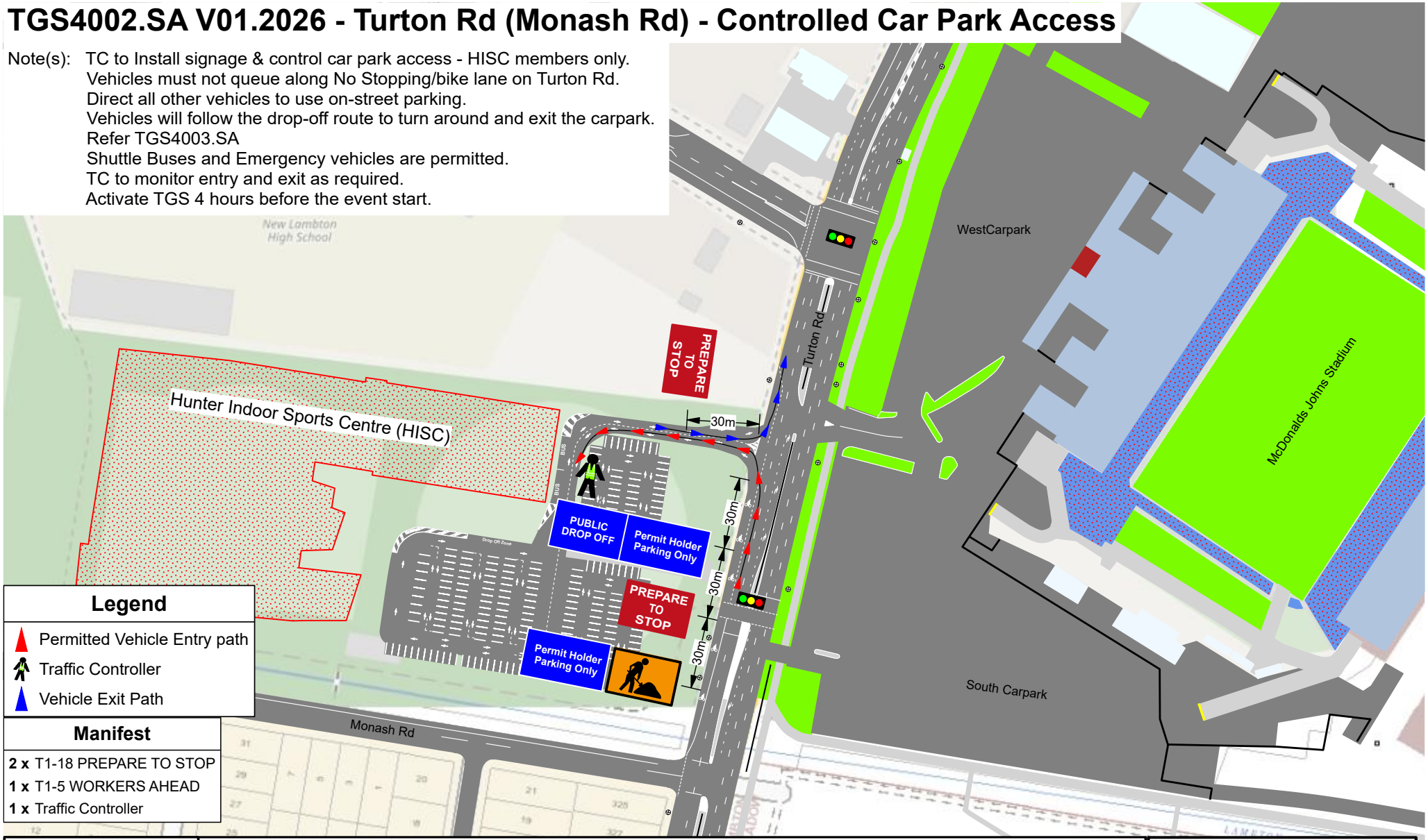
**Date:** 08/05/2026 **Author:** Sarah Arane **Project:** HISC TGS Locations Overview
**TGS:** 4001.SA **Location:** Turton Rd (Monash Rd) New Lambton NSW 2305 **Ver:** 01.2026
**PWZ/TMP:** TCT0004421 **Drawn:** AS1742.3 2009 **Road Authority:** TfNSW (ROL)

**Comments:**
Venue Overview
Consulted: NSW Police, Keolis Downer, Council, TfNSW, HISC
Advance Warning Spacing = ("D") 90km/90m-100m, 80km/80m, 70km/70m. 60km/45m-60m, 50km/15m-50m, 40km/0m-15m
All signs subject to +25% -10% tolerance



# TGS4002.SA V01.2026 - Turton Rd (Monash Rd) - Controlled Car Park Access

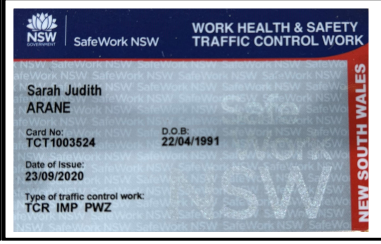
Note(s): TC to Install signage & control car park access - HISC members only.
Vehicles must not queue along No Stopping/bike lane on Turton Rd.
Direct all other vehicles to use on-street parking.
Vehicles will follow the drop-off route to turn around and exit the carpark.
Refer TGS4003.SA
Shuttle Buses and Emergency vehicles are permitted.
TC to monitor entry and exit as required.
Activate TGS 4 hours before the event start.




Traffic Plan Professionals Pty Ltd

**Date:** 08/05/2026 **Author:** Sarah Arane **Project:** HISC - Controlled Access Parking
**TGS:** 4002.SA **Location:** Turton Rd (Monash Rd) New Lambton NSW 2305 **Ver:** 01.2025
**PWZ/TMP:** TCT1003524 **Drawn:** AS1742.3 2009 **Road Authority:** TfNSW (ROL)

**Comments:**
Car Park Controlled Access Only
Consulted: NSW Police, Keolis Downer, Council, TfNSW, HISS
Advance Warning Spacing = ("D") 90km/90m-100m, 80km/80m, 70km/70m. 60km/45m-60m, 50km/15m-50m, 40km/0m-15m
All signs subject to +25% -10% tolerance



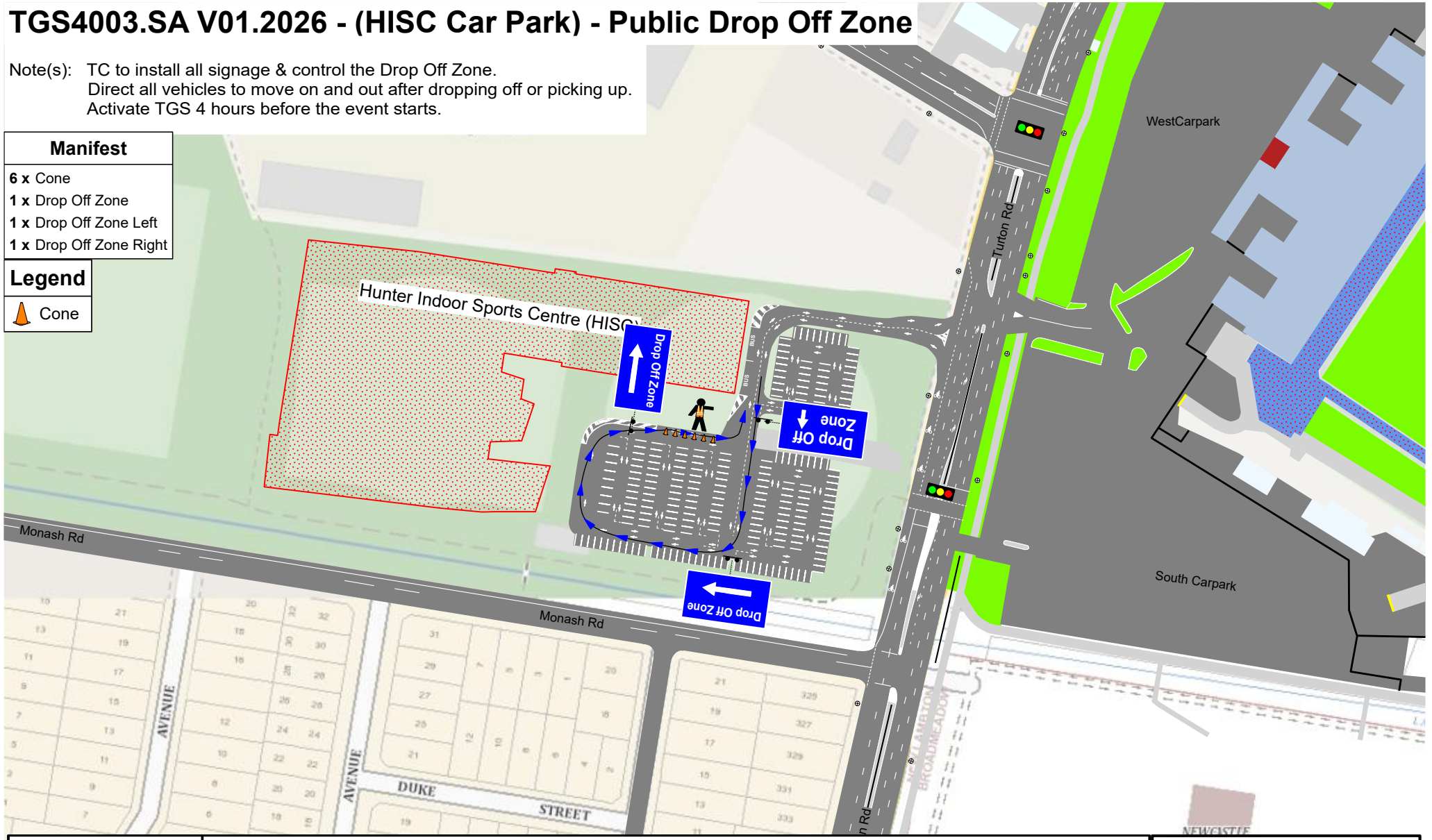
# TGS4003.SA V01.2026 - (HISC Car Park) - Public Drop Off Zone

Note(s): TC to install all signage & control the Drop Off Zone.
Direct all vehicles to move on and out after dropping off or picking up.
Activate TGS 4 hours before the event starts.

| Manifest |
|---|
| **6 x** Cone |
| **1 x** Drop Off Zone |
| **1 x** Drop Off Zone Left |
| **1 x** Drop Off Zone Right |

**Legend**

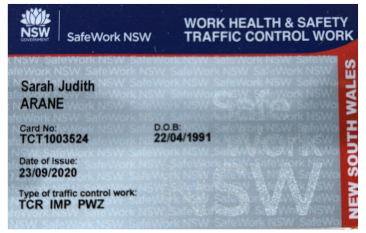
Cone




**Date:** 08/05/2026 **Author:** Sarah Arane **Project:** HISC - Public Drop Off Zone
**TGS:** 4003.SA **Location:** Turton Rd (Monash Rd) New Lambton NSW 2305 **Ver:** 01.2026
**PWZ/TMP:** TCT1003524 **Drawn:** AS1742.3 2009 **Road Authority:** TfNSW (ROL)

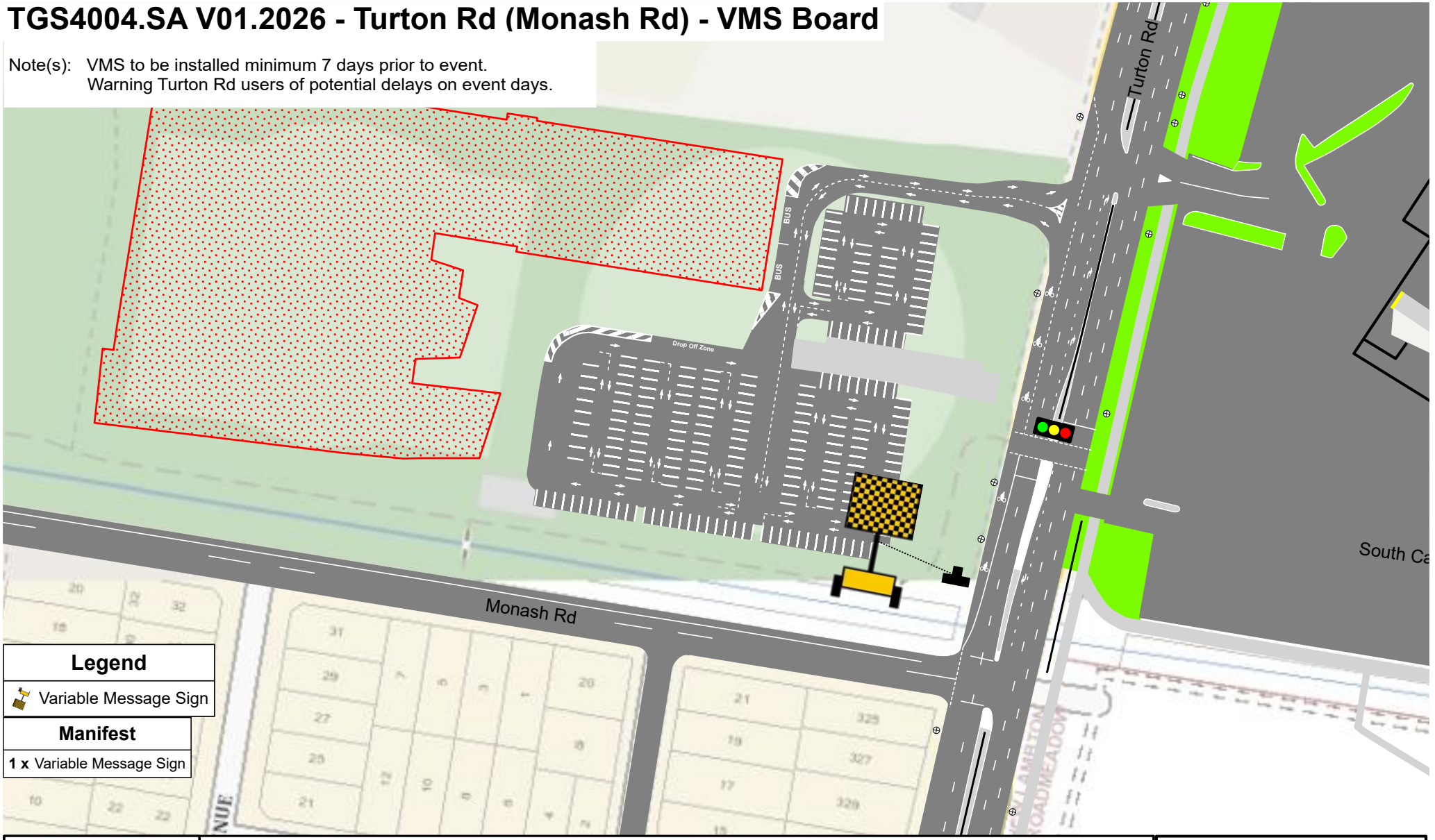
**Comments:**
Public Drop Off Zone
Consulted: NSW Police, Keolis Downer, Council, TfNSW, HISS
Advance Warning Spacing = ("D") 90km/90m-100m, 80km/80m, 70km/70m. 60km/45m-60m, 50km/15m-50m, 40km/0m-15m
All signs subject to +25% -10% tolerance

Traffic Plan Professionals Pty Ltd



# TGS4004.SA V01.2026 - Turton Rd (Monash Rd) - VMS Board

Note(s): VMS to be installed minimum 7 days prior to event.
Warning Turton Rd users of potential delays on event days.




**Legend**

Variable Message Sign

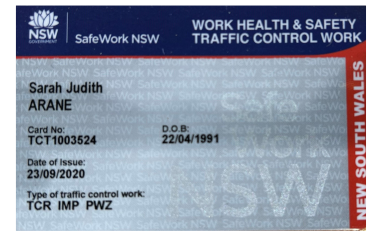
**Manifest**

**1 x** Variable Message Sign

Traffic Plan Professionals Pty Ltd

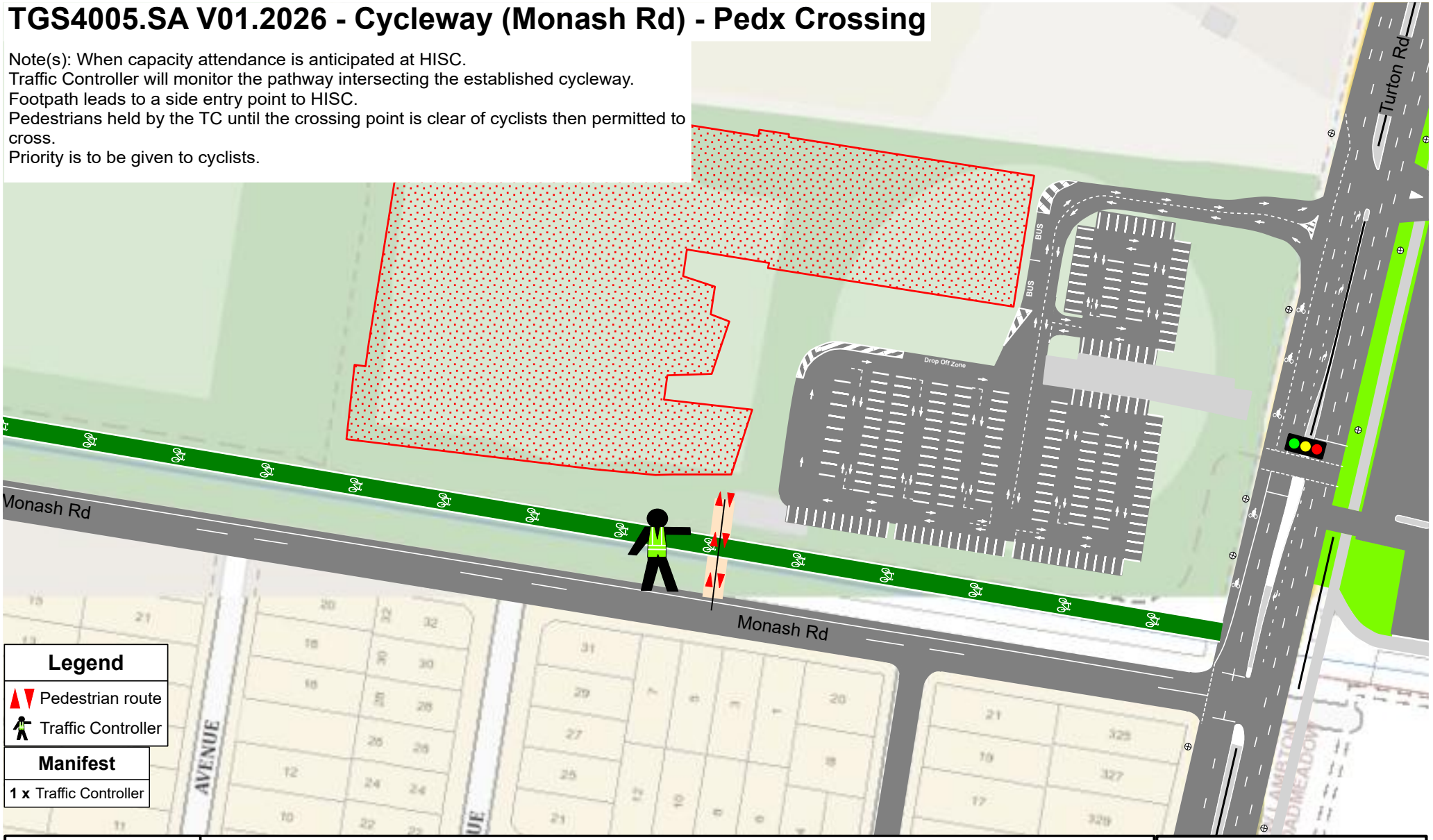
**Date:** 08/05/2026 **Author:** Sarah Arane **Project:** HISC - VMS board option
**TGS:** 4004.SA **Location:** Turton Rd (Monash Rd) New Lambton NSW 2305 **Ver:** 01.2026
**PWZ/TMP:** TCT1003524 **Drawn:** AS1742.3 2009 **Road Authority:** TfNSW (ROL)

**Comments:**
VMS Location
Consulted: NSW Police, Keolis Downer, Council, TfNSW, HISS
Advance Warning Spacing = ("D") 90km/90m-100m, 80km/80m, 70km/70m. 60km/45m-60m, 50km/15m-50m, 40km/0m-15m
All signs subject to +25% -10% tolerance



# TGS4005.SA V01.2026 - Cycleway (Monash Rd) - Pedx Crossing

Note(s): When capacity attendance is anticipated at HISC.
Traffic Controller will monitor the pathway intersecting the established cycleway.
Footpath leads to a side entry point to HISC.
Pedestrians held by the TC until the crossing point is clear of cyclists then permitted to cross.
Priority is to be given to cyclists.




**Legend**

- Pedestrian route
- Traffic Controller

**Manifest**

**1 x** Traffic Controller

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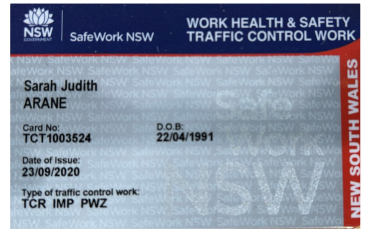
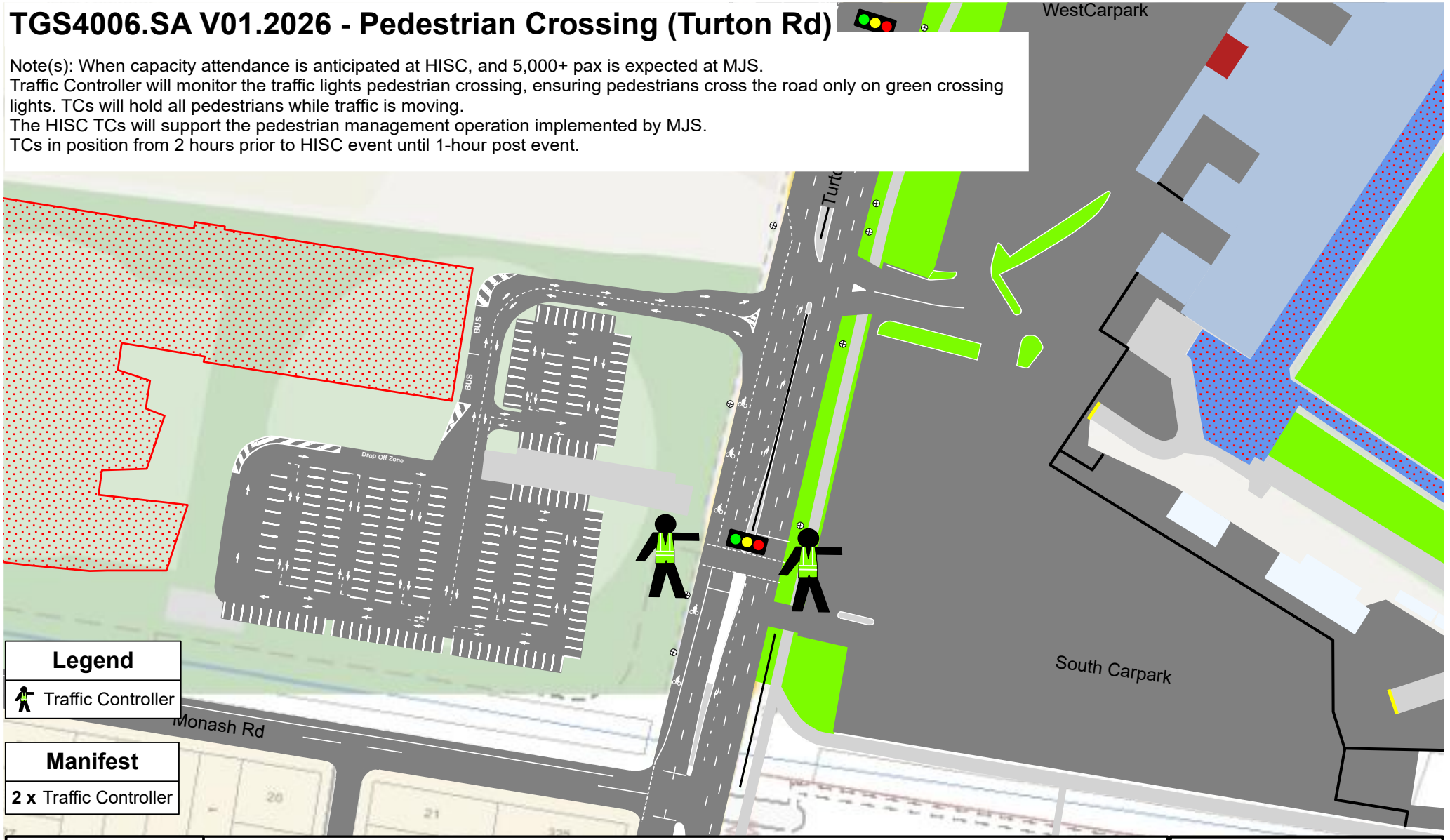
**Date:** 08/05/2026 **Author:** Sarah Arane **Project:** HISC - Pedestrian Management
**TGS:** 4005.SA **Location:** Cycleway (Monash Rd) New Lambton NSW 2305 **Ver:** 01.2026
**PWZ/TMP:** TCT1003524 **Drawn:** AS1742.3 2009 **Road Authority:** TfNSW (ROL)

**Comments:**
Pedestrian Management
Consulted: Council, TfNSW, HISC
Advance Warning Spacing = ("D") 90km/90m-100m, 80km/80m, 70km/70m. 60km/45m-60m, 50km/15m-50m, 40km/0m-15m
All signs subject to +25% -10% tolerance



# TGS4006.SA V01.2026 - Pedestrian Crossing (Turton Rd)

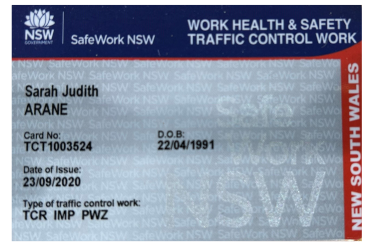
Note(s): When capacity attendance is anticipated at HISC, and 5,000+ pax is expected at MJS.
Traffic Controller will monitor the traffic lights pedestrian crossing, ensuring pedestrians cross the road only on green crossing lights. TCs will hold all pedestrians while traffic is moving.
The HISC TCs will support the pedestrian management operation implemented by MJS.
TCs in position from 2 hours prior to HISC event until 1-hour post event.




**Date:** 08/05/2026 **Author:** Sarah Arane **Project:** HISC - Pedestrian Management
**TGS:** 4006.SA **Location:** Turton Rd (Monash Rd) New Lambton NSW 2305 **Ver:** 01.2026
**PWZ/TMP:** TCT1003524 **Drawn:** AS1742.3 2009 **Road Authority:** TfNSW (ROL)

**Comments:**
Pedestrian Management in partnership with MJS operations
Consulted: Council, TfNSW, HISC, MJS
Advance Warning Spacing = ("D") 90km/90m-100m, 80km/80m, 70km/70m. 60km/45m-60m, 50km/15m-50m, 40km/0m-15m
All signs subject to +25% -10% tolerance

Traffic Plan Professionals Pty Ltd



**Appendix 10- Identified on-street and public car parks in surrounding area**

**Appendix 11- Parking areas and vehicle calculations**

This data outlines the approximate length of a stretch of road for street parking, calculates an estimated number of car spaces this space would provide, and the number of patrons that could come from this parking area based on a 3 pax per vehicle.

Includes the McDonald Jones Stadium carpark, Newcastle Entertainment centre carpark, and Wanderers Oval and Richardson Park council-owned carparks to provide the additional data for consideration during High-Impact events at the stadium requiring overflow or park n ride facilities.

| Location | Spaces | Est. pax @ 3 per vehicle | Walking Dist to HISC at furthest point (m) | parallel or 90 degree | Notes |
|---|---|---|---|---|---|
| Onsite | 231 | 720 | onsite | both | does not incl. motorcycle parking and drop off facilities |
| Council carpark Turton Rd sth | 88 | 264 | 850 | 90 degree | existing paved carpark |
| Council carpark Turton Rd nth | 63 | 189 | 700 | 90 degree | existing paved carpark |
| Womboin Rd sth east side | 33 | 99 | 650 | parallel | estimated 200m on street parking |
| Womboin Rd sth west side | 109 | 327 | 1000 | 90 degree | estimated 350m unpaved |
| Wallarah Rd east side | 30 | 90 | 600 | parallel | estimated 180m on street |
| Wallarah Rd West side | 45 | 135 | 650 | parallel | estimated 280m on street |
| Monash Rd nth side | 140 | 420 | 500 | 90 degree | estimated 440m unpaved |
| Perth Rd nth west side | 30 | 90 | 800 | parallel | est 180m on street |
| Perth Rd Nth east side | 80 | 240 | 950 | parallel | existing marked spaces |
| Perth Rd football carpark | 68 | 204 | 700 | parallel | existing paved carpark |
| Harker Oval Carpark | 100 | 300 | 750 | 90 degree | existing paved carpark |
| Broadmeadow Station | 40 | 120 | 1400 | both | existing paved carpark |
| Curley Rd | 41 | 123 | 1100 | parallel | estimated 248m on street |
| Young Rd | 42 | 126 | 1300 | parallel | estimated 250m on street |
| Denney St N | 50 | 150 | 1100 | 90 degree | estimated 160m on street |
| Denney St S | 17 | 51 | 1200 | parallel | estimated 100m on street |
| Australia Rd | 31 | 93 | 1100 | 90 degree | estimated 100m on street |
| Jackson St | 50 | 150 | 1100 | parallel | estimated 300m on street |
| Brown Rd W | 50 | 150 | 1400 | parallel | estimated 300m on street |
| Brown Rd SE | 55 | 165 | 1600 | parallel | estimated 330m on street |
| Brown Rd NE | 50 | 150 | 1600 | parallel | estimated 300m on street |
| Chatham Rd S | 28 | 84 | 1700 | parallel | estimated 170m on street |
| Chatham Rd N | 33 | 99 | 1700 | parallel | estimated 200m on street |

| | | | | | |
|---|---|---|---|---|---|
| Griffiths Rd btw Turton Rd and Broadmeadow Rd | 175 | 525 | 1000 | parallel | estimated 1050m on street |
| Griffiths Rd btw Turton Rd and Orlando Rd | 108 | 324 | 950 | parallel | estimated 650m on street |
| Griffiths Rd btw Broadmeadow Rd and Thorn Rd | 36 | 108 | 1300 | parallel | estimated 220m on street |
| Bindera Rd | 20 | 60 | 1100 | parallel | estimated 120m on street |
| Wyong Rd | 32 | 96 | 1100 | parallel | estimated 195m on street |
| Orlando Rd | 15 | 45 | 1000 | parallel | estimated 90m on street |
| Boreas Rd | 21 | 63 | 1500 | parallel | estimated 130m on street |
| Thorn Rd | 40 | 120 | 1500 | parallel | estimated 240m on street |
| McDonald Jones Stadium | 900 | 2700 | 100 | both | existing paved carpark |
| Newcastle Showground | 1803 | 5409 | 1500 | both | Large MJS event only- park n ride |
| Wanderers Oval | 848 | 2544 | 1100 | both | Local park- large event overflow parking only |
| Richardson Park | 908 | 2724 | 1500 | both | Local park – large event overflow parking only |
| | **Spaces** | **Pax** | | | |
| **Total** | **6510** | **19557** | | | |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