



THE STAR

Modification 14 | Responses to Stakeholder
Comments on Transport Issues

2 March 2017

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THE STAR

Modification 14 | Responses to Stakeholder Comments on Transport Issues

2 March 2017

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Executive Summary

This traffic and transport report supports the Star Entertainment Group Limited (SEGL) submission for the proposed Modification 14 (MP 08_0098) upgrades to the Star Casino complex.

This modification request and its associated environmental assessment was placed on exhibition in 2016. The exhibition period concluded on Friday 2 December 2016. Submissions related to the traffic, parking and pedestrian aspects of the proposal were received from Transport for NSW (TfNSW), Roads and Maritime Services (RMS), and City of Sydney (CoS).

This report responds to those issues raised during the exhibition period and is a supplement to the original traffic report submitted with the environmental assessment, as Appendix C. It covers the following areas:

- Coach Parking (TfNSW)
- Taxi Parking (TfNSW)
- Car parking (TfNSW)
- Port Cochere operation (CoS)
- Construction Pedestrian and Traffic Management Plan (RMS, TfNSW)
- Intersection Performance (CoS)
- Loading Dock Management (CoS, TfNSW)
- Bicycle parking (CoS)

During the development of this report, SEGL met with the following stakeholders to clarify their concerns or issues relating to the Modification 14 proposal:

- CBD Coordination Office (CCO) on 10/1/2017 and 30/1/2017
- City of Sydney (CoS) on 17/2/2017

Minutes of these meetings are provided in Appendix A.

1 Introduction

1.1 Context

This traffic and transport report supports the Star Entertainment Group Limited (SEGL) submission for the proposed Modification 14 (MP 08_0098) upgrades to the Star Casino complex.

This modification request and its associated environmental assessment was placed on exhibition in 2016. The exhibition period concluded on Friday 2 December 2016. Submissions related to the traffic, parking and pedestrian aspects of the proposal were received from Transport for NSW (TfNSW), Roads and Maritime Services (RMS), and the City of Sydney Council (CoS).

This report responds to those issues raised during the exhibition period and is a supplement to the original traffic report submitted with the environmental assessment, as Appendix C.

1.2 Stakeholder Consultation

During the development of this report, SEGL met with the following stakeholders to clarify their concerns or issues relating to the Modification 14 proposal:

- CBD Coordination Office (CCO) on 10/1/2017 and 30/1/2017
- The City of Sydney Council (CoS) on 17/2/2017

Minutes of these meetings are provided in Appendix A.

1.3 Background

SEGL is a leading operator of integrated resorts catering to both local and international visitors and is the operator of The Star Casino complex.

The Star is one of the most important tourist destinations in Australia attracting over 10 million visitors to the property every year. After an \$870 million redevelopment in 2011, SEGL has been transformed into Sydney's multi-award winning entertainment destination. SEGL offers award winning chefs and restaurant's, five-star accommodation across three hotel towers including the luxuriously boutique hotel, The Darling Hotel, indulgent experiences at The Darling Spa, a luxury retail collection, and a world class casino.

SEGL is embarking on a five-year redevelopment journey to create a landmark, exemplar integrated resort within the City of Sydney.

2 Coach Parking

2.1 Impacts on Coach Parking Demand

“Provide parking for the potential increase in private transport within the site, with the proposed increase in GFA.” (TfNSW)

Most of the demand for private coach parking at The Star is associated with chartered tours bringing guests to special events and Lyric Theatre matinée performances. Modification 14 does not propose any increases to existing site uses that are likely to increase demand for coach parking.

2.2 Additional parking

“Provide parking for buses which are larger than the standard mini-bus within the site or on adjoining streets which do not operate public bus services; and Identify and implement measures to ensure these buses do not park on Pirrama Road.”

Coaches drop-off and set down in the interchange under the Star building. Coaches then depart the interchange and park at the following locations:

- Pirrama Road southbound, immediately south of the roundabout – 64m of ‘No Parking, Buses Excepted’
- Pirrama Road, northbound, immediately north of the Star car park entry – 30m of ‘Bus Zone’
- Pirrama Road, northbound, immediately south of the roundabout – 37m of ‘No Parking’
- Pyrmont Street, southbound, mid-block – 10m of loading zone, 25m of ‘No Parking’, 20m of ‘No Stopping’, and 30m of ‘Loading Zone, 7am-5pm Mon/Fri’
- CBD formal coach parking areas located on the other side of the Harbour e.g. Lime Street

Peak demand for coach parking is on a Tuesday or Wednesday between midday and 3:00pm. The average dwell time for coaches is 3-4 hours. Coaches are currently not permitted to park within the interchange due to geometric constraints within the service road.

Most of the on-street coach parking arrangements around The Star are informal. During stakeholder discussions with CoS, SEGL was advised that CoS is unlikely to support the formalisation of these parking zones, such as follows:

- The northbound ‘No Parking’ zone in Pirrama Road be converted to a ‘No Parking, Buses Excepted, 4P, 7am-5pm Mon/Fri’
- The southbound Loading Zones, No Parking and No Stopping zones in Pyrmont Street, between Jones Bay Road and Edward Street, be converted to a single ‘No Parking, Buses Excepted, 4P, 7am-5pm Mon/Fri’.

CoS would prefer to see coaches park in dedicated coach facilities in the CBD - the closest being the Lime Street facilities, between King & Erskine Streets. This area can accommodate up to eight 12m-long buses. There are an additional 55 coach spaces in Lime Street, in an underground coach parking facility. Use of these CBD locations requires a 2.8km, 5-10min journey (one way), along existing congested routes through the CBD. Implementation of these parking practices would require:

- CoS enforcement of existing parking restrictions around the site

- SEGL working with coach operators to disseminate information on alternate parking options

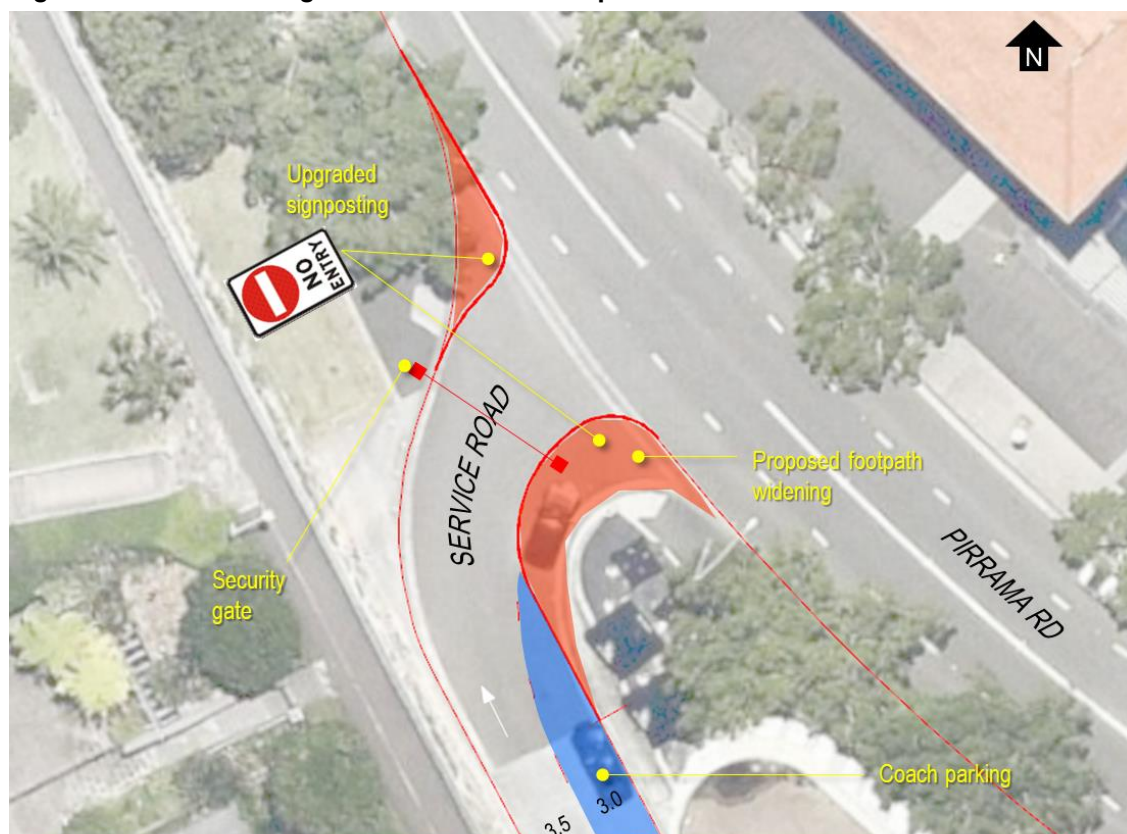
Alternatively, there is an opportunity to provide 50m of coach parking on the service road exit ramp up to Pirrama Road. This ramp is currently signposted 'No Parking, Tow-away Zone'. However, local commuters are ignoring the 'No Entry' signs and parking restrictions and are illegally accessing and parking on the ramp. This creates operational problems for SEGL who may need this kerb space for special event storage or event parking.

In response to stakeholder comments, SEGL now proposes that Modification 14 includes:

- The conversion of the No Parking restrictions on the eastern side of the service road exit ramp to 'No Parking, Coaches Excepted, 6am to 6pm'
- Localised footpath widening at the exit to Pirrama Road and provision of a security boom gate and associated signage to physically restrict illegal car entry from Pirrama Road (refer Figure 1)
- Security monitoring to deter/move illegal parking

The proposed 50m of coach parking on the service road exit ramp could accommodate 3-4 large on-site coach spaces or 5-6 mini-bus spaces. The proposed footpath widening would still permit coaches to turn right onto Pirrama Road, to return to the interchange for the passenger pick-up. Any excess coach parking demand would be directed to the formal on-street facilities in Pirrama Road or the CBD.

Figure 1: Coach Parking on Service Road Ramp



3 Taxi Parking

“TfNSW requests that the applicant prepares a detailed parking and loading bay management plan in consultation with CBD Coordination Office within TfNSW, prior to issuing the Construction Certificate..(TfNSW)”

During stakeholder meetings with CBD Coordination Office (CCO) in January and February 2017, CCO raised concerns regarding the operation of Taxis in Pirrama Road.

As part of the Construction Pedestrian and Traffic Management Plan (CPTMP), SEGL is proposing to temporarily relocate the Pirrama Road taxi rank into the service road. This proposal will provide significantly more off-road storage for taxis servicing the Pirrama Road entry (up to 12 additional spaces). Taxis will exit the service road at Pirrama Road, north of the Jones Bay Road roundabout. CCO noted that this temporary proposal would help to address some current operational issues, related to taxi queuing on Pirrama Road, and was worth continuing post-construction.

In response to CCO feedback and Star’s own long-term proposals to relocate the taxis into the service road, Modification 14 will retain taxis in the service road post-construction. This will provide the following taxi facilities at the Pirrama Road entry:

- 2 pick-up bays
- 2 set-down bays
- A feeder rank with space for more than 12 taxis

Figure 2: Proposed Service Road Taxi Rank



4 Car parking

“TfNSW requests that the applicant prepares a detailed parking and loading bay management plan in consultation with CCO within TfNSW, prior to issuing the Construction Certificate. The Plan should include details on how the Pymont Parking Guidance System could be improved, who will replace it and the system to be established by The Star to operate it...(TfNSW)”

4.1 Parking Demand

A detailed audit of parking spaces, undertaken for the design of The Star’s new Skidata parking management system, revealed that The Star car park currently has capacity for 2,845 vehicles.

SEGL currently has approval for no more than 3,000 spaces. SEGL is not proposing an increase to parking capacity as part of this modification, for the following reasons:

- The site has excellent public and active transport accessibility
- Current car park utilisation does not warrant such an increase

A review of car-park utilisation was undertaken using two data sources:

- A 9-month sample of car-park barrier counts, for the period ending September 2015, sourced from the old parking management system
- A detailed 7-day sample of space occupancy from the recently installed Skidata parking system

The larger 2015 data sample revealed an average maximum occupancy rate of 92%, on Saturdays, which leaves an average 230 spare spaces. In rare cases where patrons were turned away, the excess was accommodated through on-street or private car-parks within walking distance to the site.

The more detailed space occupancy data, sourced from The Star’s new Skidata parking system, revealed the following demand patterns during the 1-week sample collected in late May 2016:

- The heaviest demand for The Star car-parking occurred Thursday to Sunday
- Car park capacity peaked at just over 2400 spaces (86% utilisation) by 10pm on the Saturday evening
- The main influx of parking demand occurred after 6pm on Friday and Saturday. On Thursday and Sunday the influx of parking demand occurs earlier in the middle of the day.
- Level P1 and P5 were generally underutilised and did not exceed 59% and 78% utilisation, respectively
- Use of mobility impaired parking spaces peaked at 88% utilisation

4.2 Parking Management

On those occasions when The Star's own customer car park reaches capacity, there is no coordinated, real time response guiding customers to alternate off-street car parking locations. The main parking alternatives for Star visitors are:

- The Star valet parking
- Jones Bay Wharf
- Harbourside

There was previously a parking guidance system in place around The Star precinct. However, this system is:

- Not fully operational
- Not up-to-date in respect to all available local car parking provisions
- Not designed or operated to a consistent standard
- Ineffectual in providing drivers with accurate and timely real-time information enabling them to make informed decisions on their car parking options.

Recently, Lend Lease engaged Parking Sense (as part of the ICC construction) to upgrade part of the system, obtain data feeds from local car parks and manage the system. As part of this work, the following signs were installed:

- Sign gantry on the westbound exit from the western distributor to the Darling Drive roundabout
- Cantilever sign on Pyrmont Bridge Road immediately north of Pyrmont Street.

Figure 3: Western Distributor Off-ramp



Figure 4: Pyrmont Bridge Road



At present the two new signs do not display information on The Star car park capacity. SEGL parking managers, Park Assist are working with Parking Sense to agree commercial arrangements for the supply and distribution of parking information.

The design of the two new parking guidance signs is inadequate in the following ways:

- There is too much information on the signs. Drivers will have insufficient time to read, consider and react
- The provision of two ICC focal points is unnecessary at these decision points. A single combined total for ICC would have sufficed
- Information, such as the parking and arrow symbols, is unnecessarily repeated on the signs adding to the clutter
- This upgrade covers only part of the existing Pyrmont system
- Some key destinations are missing e.g. Harris Street

Figure 5: New Pyrmont Bridge Road Sign



Figure 6: Proposed Alternate Design



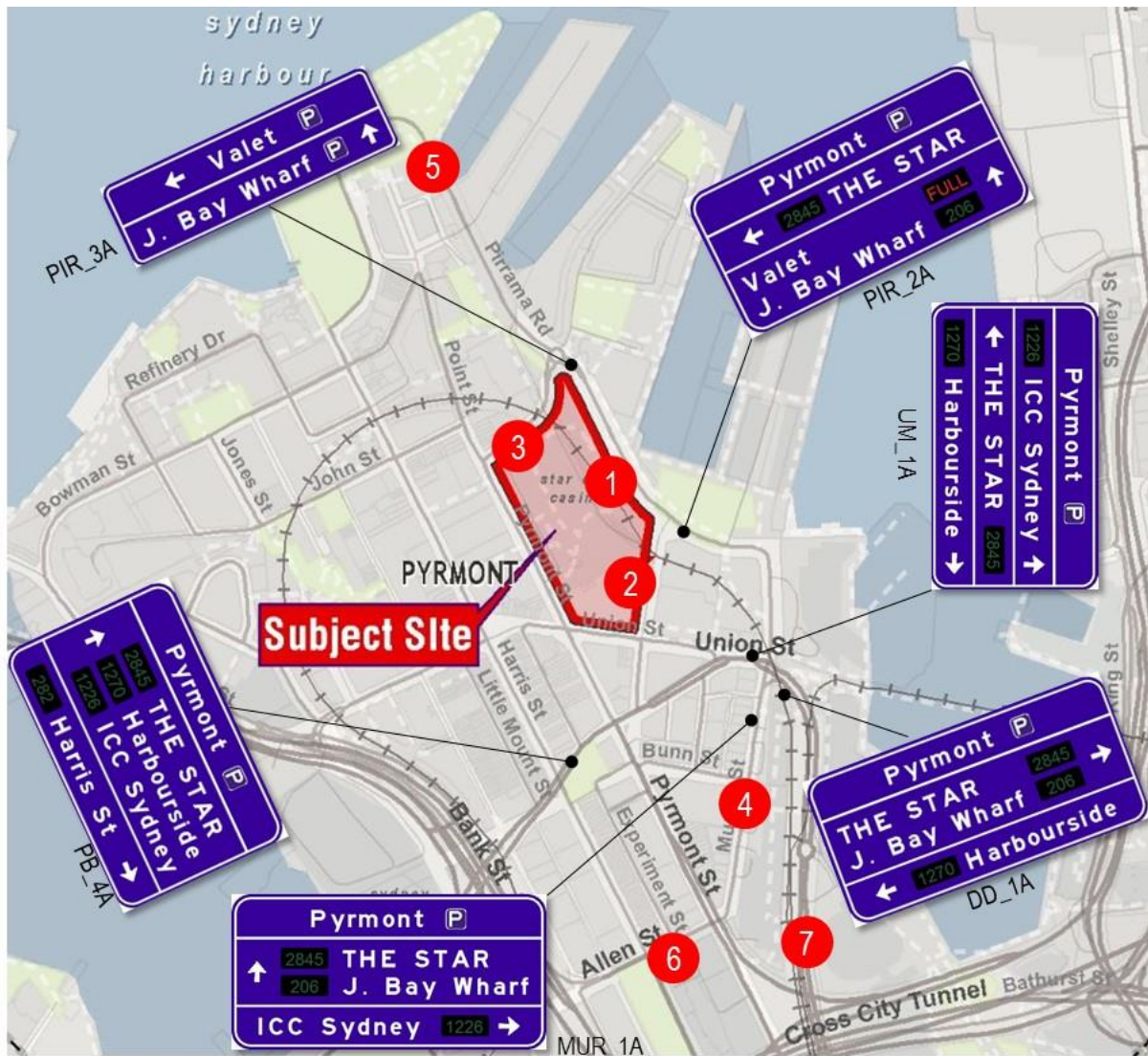
In response to stakeholder comments, Modification 14 will now propose the following upgrades to the Pyrmont Parking Guidance System (PPGS) as outlined in Figure 7 below:

- SEGL will work with TfNSW and Parking Sense to upgrade the Pyrmont Parking Guidance System;
- SEGL to provide data feed to Parking Sense, and mobile parking apps, to continually update signage displays
- SEGL to contribute to upgrade costs of the system and lead resolution of the proposed signage

The main benefits of the upgraded system include:

- It reduces unnecessary circulation of traffic in the precinct. Drivers are warned early enough that they can choose an alternate parking facility if their first choice is full
- It does not impact on mode-share decisions (drivers have already committed to car use)
- Driver focus remains on the road and not on a mobile navigational device
- Most of the system is already in place

Figure 7: Proposed Pyrmont Parking Guidance Scheme



Parking Stations

1. The Star Pirrama Road Car Park
2. The Star Edward Street Car park
3. The Star Valet parking
4. Harbourside Car Park
5. Jones Bay Wharf Car Park
6. Harris Street Car Park
7. ICC Sydney Car park

Map Source: Urbis

5 Port Cochere

“..details how the redesigned Port Cochere will achieve the following:

- *Addresses the existing operation issues; and*
- *Accommodates the forecast increased usage..” (CoS)*

5.1 Proposed Improvements

The Modification 14 changes to the Port Cochere will include:

- Modification to the Astral Hotel façade within the Port Cochere adjoining Pyrmont Street and Jones Bay Road. This will relocate all north-south pedestrian movements along the Port Cochere roadway within the safety of the widened building foyer
- modifications to the layout and width of the Port Cochere adjacent to the existing set-down and pick-up areas.

A minimum roadway width of 8.6m will be maintained in the Port Cochere to accommodate two set-down/pick-up lanes 2.8m wide each and a 3.0m wide circulating lane.

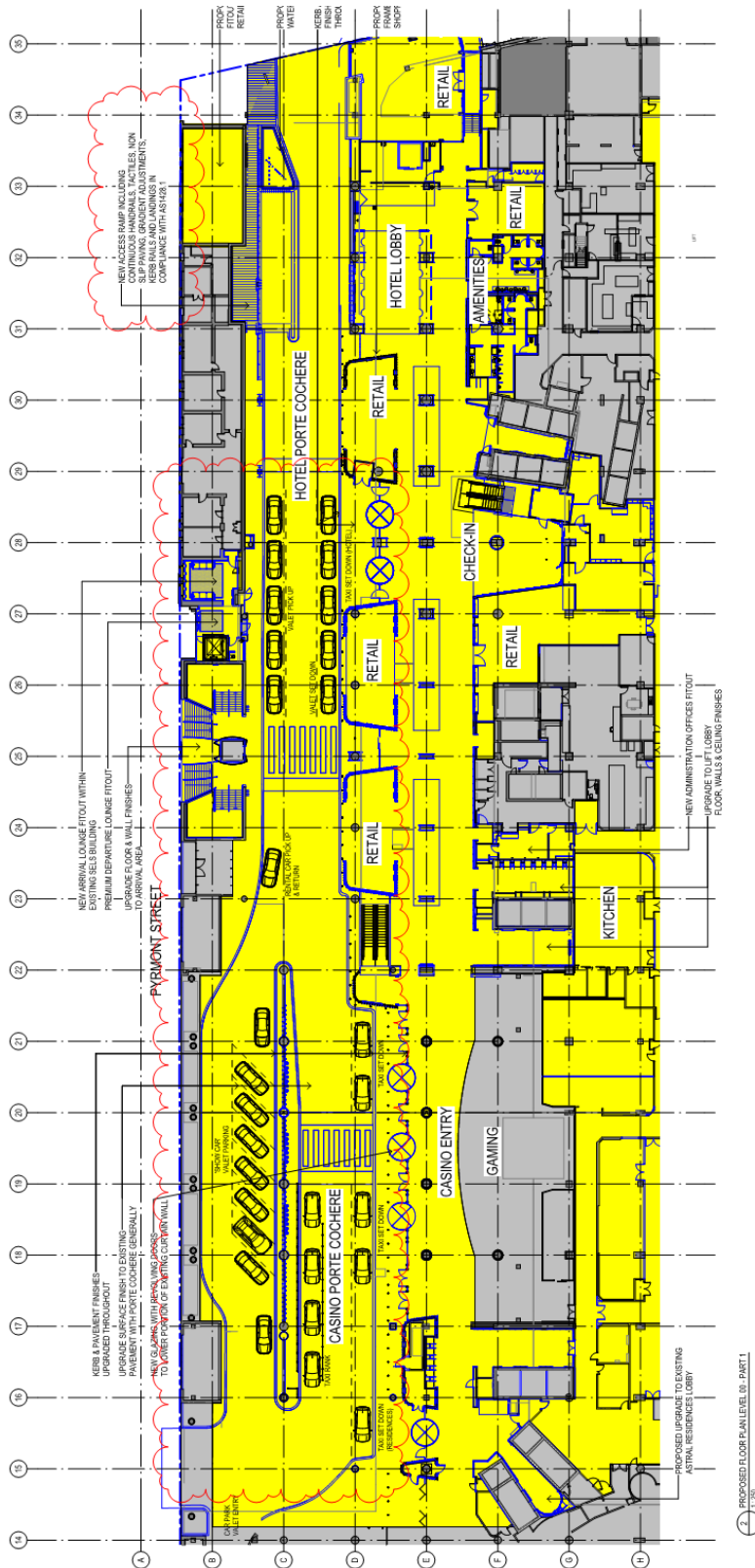
Operations in the Port Cochere will not be significantly changed by Modification 14. Taxis, limousines, valet service and hire cars will continue to operate out of the Port Cochere, as they currently do, however, waiting areas for each will become more formalized (refer Figure 8).

The existing pick-up zone immediately outside the Casino entry has been reduced from 3 to 2 spaces, due to the installation of escalators as part of D2015/1515, and will be converted to a taxi drop-off-only zone in Modification 14.

The existing bay outside the Astral Hotel entry will be paved and the lobby façade extended out to improve pedestrian access to the Astral Lobby. This will prevent the opportunity for double parking of valet vehicles, which currently blocks the Hotel entry. The Casino will be increasing its resourcing of valet resources and will monitor resourcing levels to eliminate any potential for back-ups.

A sketch of the proposed operational changes to taxi and valet parking arrangements is presented in Figure 3.

Figure 8: Proposed Changes to the Port Cochere



5.2 Increased usage

Modification 14 is not expected to increase demand for the Port Cochere for the following reasons:

- The proposed development does not impact on the number of rooms available in the Astral Hotel
- Most of the improvements are focused on the entry experience, pedestrian access, formalising parking arrangements and increased retail offerings for customers

However, the valet service and taxis could accommodate additional demands should it eventuate. SEGL is proposing to increase resourcing of the valet service to ensure quicker dispatching of vehicles. Also, SEGL is proposing an increase in the number of taxi bays in the Port Cochere (refer Figure 2) during peak times, to include:

- 3 taxi set-down/pick-up bays in front of the Astral Hotel entry
- 2 taxi set-down bays at the Casino entry
- 6 taxi pick-up bays and patron queuing system at the Casino entry
- 1 taxi set-down/pickup bay at the Residences

Additionally, SEGL is proposing installation of an electronic taxi call system and removal of the Jones Bay Road feeder rank as part of future Star expansion proposals.

Dwell times for drivers on the taxi ranks in Jones Bay Road and Pirrama Road are already quite high during peak periods. This has led to taxi queueing problems in Pirrama Road which SEGL is trying to address by relocating the Pirrama Road rank into the service road. The cause of the queueing problems is primarily an oversupply of taxis and an undersupply of patrons. The existing and proposed ranks are more than sufficient to accommodate any increase in patrons associated with Modification 14.

6 Construction Pedestrian and Traffic Management Plan

“Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the CBD Coordination Office within TfNSW..” (TfNSW)

“A Framework Construction Traffic Management Plan will need to be reviewed by Roads and Maritime and the Sydney Co-Ordination Office to assess the impact of the proposed constructions works in light of other activities within the Sydney CBD..” (RMS)

6.1 CPTMP

SEGL has submitted a draft CPTMP to the CBD Coordination Office (CCO) for discussion. This plan has now been updated to reflect issues raised during discussions and now provides additional clarification relating to construction management aspects of the proposal, as requested by Roads and Maritime Services and Transport for NSW in their responses to the proposal.

6.2 Construction

The Modification 14 works are scheduled to commence in October 2017 and take two-years to complete (October 2019).

Current construction works associated with D2015/1515 will be completed before the commencement of Modification 14. However, many of the construction practices that have worked successfully during D2015/1515 will be utilised for Modification 14, these include:

- Use of loading bays 5 and 6, in the Jones Bay Road loading dock, for some construction deliveries.
- Use of the existing crane mounted on the roof at the north-western end of the site
- Use of the existing Loading Zone along the eastern kerb of Pyrmont Street (Between Jones Bay Road and Edward Street)

In addition, the contractors will be seeking to establish a new tower crane position and off-road delivery site on the Pirrama Road promenade (where the taxi drop-off and pick-up area is currently located). This crane, with 65 metre reach, will service the Sovereign, vertical transport drum and Heart of House construction areas. The crane will be installed on a structural steel grillage founded on new piles and free stand on tower sections to a height such that it sits above the existing Pirrama Road ribbon structure at the main entry.

6.3 Construction Impacts

The construction workforce will generate up to 80 private vehicle trips per day. The main haulage route will be Pyrmont Bridge Road, Murray Street, Pirrama Road and return via Jones Bay Road, Pyrmont Street and Pyrmont Bridge Road. The construction works are expected to generate up to 24 deliveries per day.

The combined traffic impacts represent a 16% increase in existing AM peak trips to/from the site and 9% increase in existing PM peak trips to/from the site.

SIDRA analysis indicates that the surrounding network will operate at existing or acceptable performance levels, despite the additional traffic (workers and deliveries) associated with Modification 14 construction activity.

SEGL will allocate up to 100 on-site spaces for construction staff in its on-site car park during business hours. The Star Casino complex has more than sufficient excess capacity, during business hours, to accommodate the increased parking demand. However, to discourage car travel to the site, these spaces will be controlled using a booking system and parking above this threshold will be actively discouraged through on-site parking fees. Additionally, SEGL will continue to encourage construction workers to take advantage of the excellent public transport access in accordance with the strategies outlined in The Star Travel Plan.

The CCO has identified the following developments that are planned or under construction near the Star site:

- Harbourside Redevelopment (2018 to TBC)
- IMAX (now to 2019)
- The Ribbon (2017 to 2020)
- Cockle Bay Wharf (2018/19 to 2023)
- ICC Hotel (now to Q2 2017)
- Darling Square (now to 2019)
- Hay Street Redevelopment (2017 to 2019/20)
- Sydney Light Rail Zones 9-13 (Q3 2017 to 2019)

The Harbourside and Darling Square developments are the only planned developments likely to share the Pyrmont Bridge Road haulage route with the Star during construction. This will only impact on inbound movements passing through the intersection of Murray Street, Union Street and Pyrmont Bridge Road. On the return journey, Star construction traffic bypasses this critical intersection.

All other projects planned or under construction are well removed from The Star project or will be completed when Modification 14 construction commences.

6.4 Conclusion

The proposed Modification 14 pedestrian and traffic planning during construction have been reviewed in the context of the wider CCO advised approved or proposed construction activities in the Pyrmont precinct. No adverse pedestrian or traffic impacts are anticipated during construction of Modification 14.

7 Intersection modelling

“..the Pymont Street and Pymont Bridge Road intersection performance will go to a lower performance level of “C” from “B” in the off-Peak hours (10:30 pm to 11:30 pm).”

“The City notes that this traffic network assessment is conducted under the existing conditions. No change in the access and egress arrangements to and from SEGLand no change in the traffic and parking restrictions was given as input to the traffic modelling exercise.

Modification 14 does not change the arrival/departure patterns to/from the site. The additional traffic resulting from Modification 14 (5% increase) has therefore been assigned to the network based on current travel patterns.

The analysis of the network with the additional traffic revealed that the network would continue to operate at acceptable performance levels. As pointed out by Council, the performance of the Pymont Street and Pymont Bridge Road would drop from B to C in off-peak hours. Despite the minor drop in performance, level of service C is still considered an acceptable/good level of service.

8 Loading Docks

“No additional on-site loading bay is proposed for the extended GFA. Service vehicle parking requirements should comply with Sydney DCP 7.8.1. MOD 14 may require additional loading/servicing for the proposed extension of 6633 m2 GFA. The traffic report submitted did not address this issue...” (CoS)

Loading Dock Management Plan

SEGL has submitted a draft Loading Dock Management Plan (LDMP) to the CBD Coordination Office for discussion. This plan has now been updated to reflect issues raised during discussions and now provides additional clarification relating to loading dock management aspects of the proposal, as requested by City of Sydney and Transport for NSW in their responses to the proposal.

8.1 Existing facilities

The following loading docks currently service the Star complex:

1. The Star Loading Dock (Jones Bay Road)
2. The Darling Loading Dock (Edward Street)
3. The Star Events Centre Loading Dock (Service Road)

In addition, the Star operates:

4. an on-site warehouse on level B2
5. An off-site warehouse at Homebush

8.2 Current operations

In June 2016, Star engaged Carinya Group to undertake a logistics audit of the main Star Loading Dock. The audit identified the following:

- On a typical week-day the loading dock processes up to 20-25 pallets per hour (80% of estimated capacity) during the AM peak hour (0700-0800). This is despite allocating two of the six available loading bays to construction deliveries associated with DA12.
- Seasonal peaks associated with Easter and Christmas can increase deliveries by as much as 30%. During peaks, the number/frequency of trucks does not usually increase, instead, the volume of each load increases to compensate for the increased site demands.
- Whilst there are multiple docks and unloading areas, capacity of the dock is being constrained by inadequate staging and sorting areas that can only manage a single truckload (8 pallets) at a time
- Deliveries are heaviest on Tuesday, Wednesday and Friday and peak at 90-100 pallets per day.

A review of delivery data from March 2016 also revealed that construction accounted for up to the 8% of the average weekday delivery movements through the dock and 20% of the average weekend delivery movements

8.3 Proposed Upgrades

To ameliorate the potential impacts on loading dock operations generated by Modification 14 and other future SEGL expansion projects, the Modification 14 proposal now includes an upgrade to the loading dock to increase storage and sorting areas, thereby resolving the current bottleneck restraining cross-docking processes.

SEGL will also reclaim loading bays 5 and 6 at the completion of Modification 14 construction works, which will increase available loading bays by 33%.

It is the conclusion of this report that the Star loading dock will have sufficient capacity to process the additional loading/logistics demands proposed in Modification 14.

9 Bicycle Parking

“In accordance with the Sydney DCP, the provision of 1 bicycle parking space per 10 staff and 1 bicycle parking space per 40m² GFA should be appropriate. Staff parking should be class 2 facilities (known as Class ‘B’ in the latest Australian Standards) and provided as per AS2890.3:2015, and be located at an accessible at-grade location in a separate location to the visitor parking area...” (CoS)

9.1 Employee Parking

A 5% increase in staff is equivalent to 125 staff divided over three shifts. At the suggested rate of 1 space per 10 employees, a provision of five Class 1 employee spaces is required. The existing staff bicycle parking facility on Level B2 has provision for up to 26 bikes. SEGL will remove some underutilised lockers and install five additional racks to accommodate the additional bike parking requirements associated with Modification 14.

9.2 Visitor Parking

The suggested rate of 1 parking space per 40sqm GFA seems excessive and more appropriate to high density visitor uses such as theatres and places of workshop. This high rate also usually excludes additional provisions for employees.

A shopping centre based rate of 1 space per 300sqm GFA, seems more appropriate in this instance. The additional 6,633 sqm GFA would yield a requirement for 22 Class 3 visitor parking spaces. Sample layouts have been prepared for up to 29 spaces located across the Level B1 and B2 car parks to be installed as part of Modification 14 (refer Figures 9 & 10).

Figure 9: Level B2 Cycle Parking Proposal

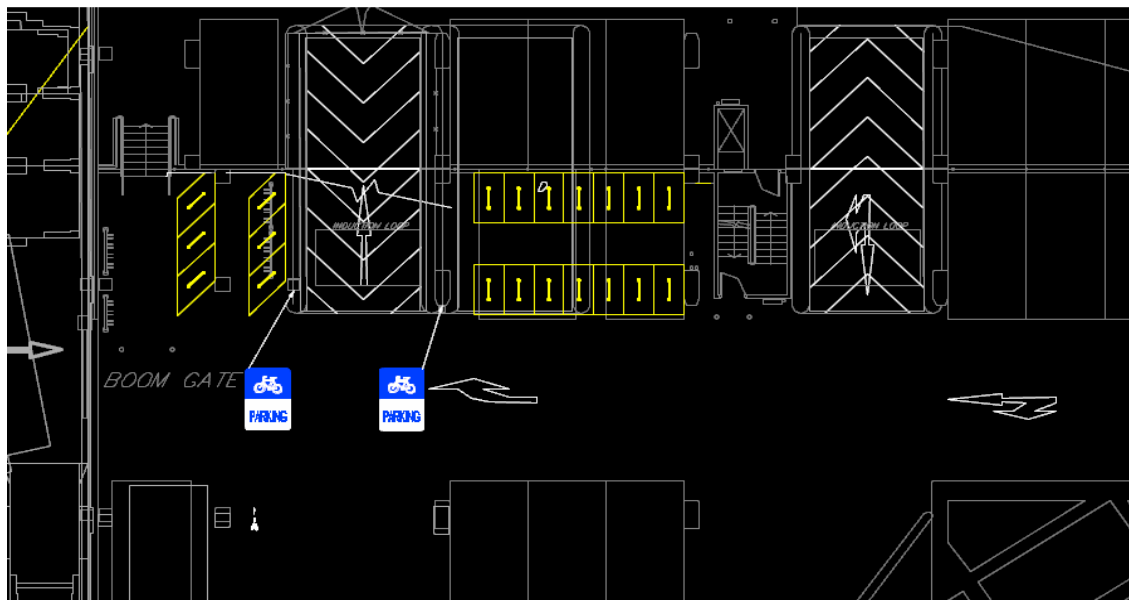


Figure 10: Level B1 Cycle Parking Proposal

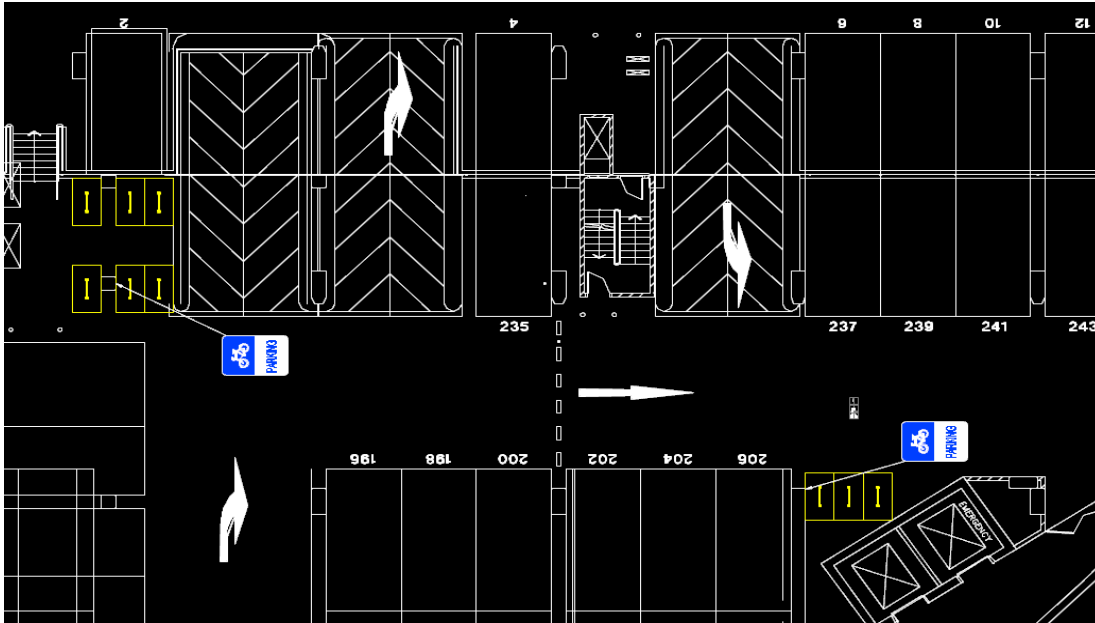
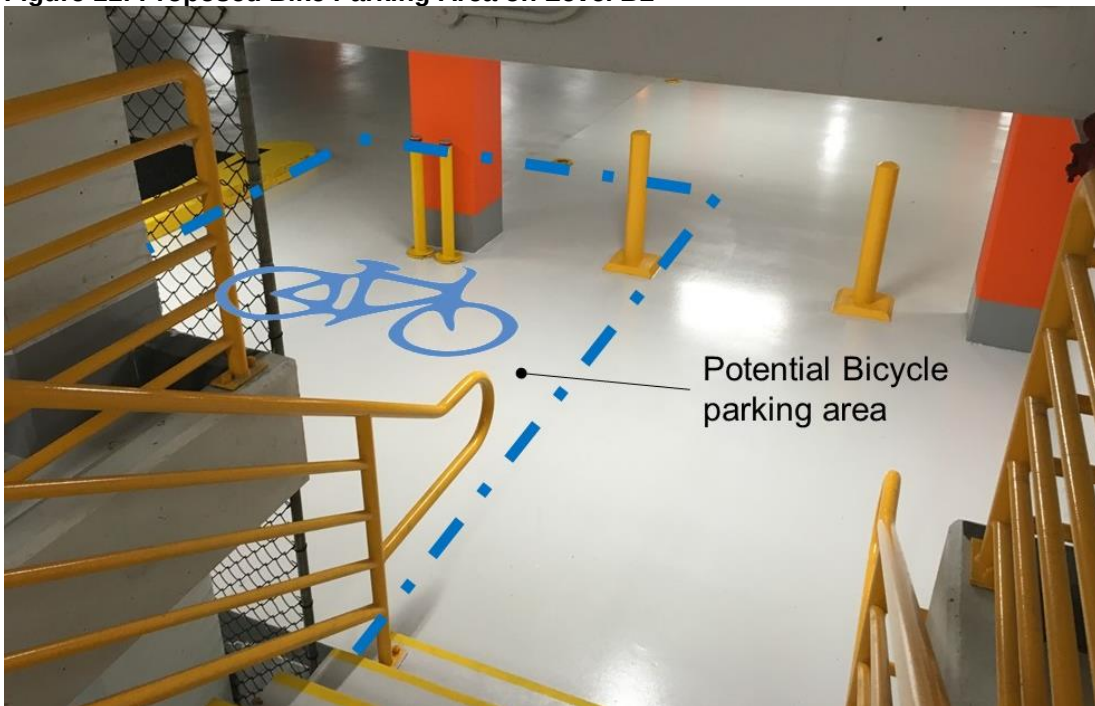


Figure 11: Proposed Bike Parking Area on Level B2



Appendices

A.	Stakeholder Consultation	22
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A. Stakeholder Consultation

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THE STAR | RESPONSES TO MODIFICATION 14 CPTMP

17 February 2017

Dear Heather

Please find below our response to your email, dated 14 February 2017, with regards to the Transport for NSW review of the Construction Pedestrian Management and Traffic Management Plan (CPTMP) submitted on Friday 27 January 2017 for 'The Star Modification 14' works.

TfNSW comments are below in *blue italics* and Mott MacDonald responses are beneath unformatted.

<i>TfNSW</i>	<i>Section 4.1, page 6 - the approach that has been used to calculate the travel mode trends of workers is not reflective of how construction workers will travel to the site. Construction jobs are very different to commercial jobs available in Pyrmont. Another method to calculate the travel modes should be conducted i.e. other developments similar to The Star which provide on-site parking</i>
MM	A review of the 2011 'Journey to Work Travel Data' to labourers, technicians and trade workers travelling to the Pyrmont area, revealed that 36% travelled by car as driver. Up to 40% travelled by car as a driver or passenger (refer Figure 3, in the CPTMP). If the trends in this sample of 1,487 workers prevails, the construction workforce may generate up to 80 private vehicle trips. This represents a 16% increase in existing AM peak vehicle trips to/from the site and 9% increase in existing PM peak vehicle trips to/from the site
<i>TfNSW</i>	<i>Section 4.1, page 7 - on-site parking capacity is not the only concern the CCO has, it is also the intersection level of service and surrounding road network which is likely to be further exacerbated by construction of surrounding major developments. Hence, The Star should minimise the number of on-site parking spaces for construction workers and design and implement a management tool to ensure workers utilise public transport or car pool to travel to and from the construction site. The strategy / tool should be an appendix to this CPTMP.</i>
MM	It is the intention of SEGL to allocate up to 100 on-site spaces for construction staff in its on-site car park. During business hours, The Star car-park is significantly underutilised and has sufficient capacity to accommodate this parking provision. However, to discourage car travel to the site, these spaces will be controlled using a booking system and parking above this threshold will be actively discouraged through on-site parking fees. SEGL will also consider the introduction of an AM and PM peak shuttle bus service for construction workers between Central station and the site using its Star Express fleet. Additionally, SEGL will continue to encourage construction workers to take advantage of the excellent public transport access in accordance with the strategies outlined in The Star Travel Plan.

<i>TfNSW</i>	<i>Section 4.5, page 12 - TfNSW has concerns about the operation of the port cochere during construction as it currently has traffic issues in the absence of construction. The Star must ensure that the operation of the port cochere is enhanced during this time to ensure traffic issues to the road network do not occur.</i>
MM	SEGL will work with its Contractors to develop construction staging plans for the Port Cochere that maintain: • Pedestrian access between the Port Cochere and the Astral lobby and Casino, always • Valet parking services in the Port Cochere • Taxi pick-up and set-down operations. The feeder ranks on Jones Bay Road will continue to operate during construction • Class A hoarding protection for pedestrians/vehicles moving around all work-sites. The new facades and retail areas are set-back from the existing kerbs so erection of hoardings will not impact on adjacent parking/storage lanes (e.g. for valet and hire car parking). The existing hoarding protecting the new escalators installed as part of D2015/1515 illustrate how this will work. • Taxi operations clear of hoardings to allow for safe passenger side entry/exit to taxis. • Temporary construction loading zones in off-peak demand periods SEGL will adopt the same construction traffic management strategies that were successfully implemented during construction of the recent D2015/1515 modifications to the Port Cochere. These strategies included: • Additional site supervision/security to enforce agreed traffic management practices (e.g. relating to Hire Car dwell times and drivers staying with their vehicles) • Additional resourcing of valet services to speed up processing of valet parking to eliminate risk of vehicle stacking or queuing in the Port Cochere • Additional site supervision to manage taxi operations (e.g. to reduce taxi dwell times in the Port Cochere.
<i>TfNSW</i>	<i>Section 4.5, page 12 – it is mentioned that ‘temporary construction loading zones in off-peak demand periods’ will be maintained. Where is this proposed? On-street loading should be avoided.</i>
MM	These will be located within the Port Cochere during off-peak periods.
<i>TfNSW</i>	<i>Section 4.6, page 12, first dot point - loading zones are not available for exclusive use for demolition and construction work, a work zone should be requested. The applicant should not rely on the kerbside restrictions to conduct their business activities. Kerbside restrictions are set to suit the wider community needs and are constantly subject to change based on network requirement</i>
MM	During construction of Modification 14, the following parking changes are proposed in Pyrmont Street: • Convert the existing loading zone (5 spaces) at the south end of Pyrmont Street, close to the new relocated outdoor Sovereign Room, to a work zone. This will facilitate the removal of demolition material as well as assist the construction and fit out works. Hoardings and jersey kerbs will be installed to delineate between the road and the construction zone (refer Figure 8 of the CPTMP).
<i>TfNSW</i>	<i>Section 4.6, page 12 - The existing “No Stopping” and “No Parking” spaces that are to be converted to coach parking. Council will need to confirm that these spaces aren’t required for security or access.</i>
MM	These other references have been removed. No changes are proposed.

<i>TfNSW</i>	<i>Section 4.7, page 14 - quantify the cumulative truck numbers per hour passing through the shared intersections. Include the number of construction worker vehicles too</i>
MM	These other references have been removed. No changes are proposed
<i>TfNSW</i>	<i>Section 4.7, page 14 - quantify the cumulative truck numbers per hour passing through the shared intersections. Include the number of construction</i>
MM	Structure of sections changed so that it runs a bit more logically from worker impacts, delivery impacts to combined traffic impacts. They were always combined – the structure made it a bit confusing.
<i>TfNSW</i>	<i>Lastly the following are required to fully satisfy the DA consent condition:</i> <i>– provide consultation strategy for liaison with surrounding stakeholders; and</i> <i>– identify potential impacts to cyclists and bus services from construction works and identify measures to mitigate any impacts</i>
MM	A consultation strategy for liaison with surrounding stakeholders will be developed by SEGL at the commencement of detail design. Sections 4.8 and 4.9 have been added to the CPTMP to address potential impacts to cyclists and bus services from construction works.



Regards

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Your Reference
The Star - Modification 14

Our Reference
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Document2

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Minutes - TfNSW CBD CCO Meeting 1

10 January 2017

Date	10 th January 2017		
Time	14.00-15:00		
Venue	TfNSW, CBD Coordination Office		
Subject	The Star Modification 14 DPE Application, CMP and CPTMP Review		
Client	The Star Entertainment Group (TSEG)		
Present	<i>Name</i>	<i>Company & Position</i>	<i>Initials</i>
	Heather Gavriel	TfNSW – Precinct Manager	HG
	Lisa McGill	TfNSW – Senior Precinct Manager	LM
	Katherine McCray	TfNSW – Principal Transport Planner	KM
	Clare Brown	Urbis – Director of Planning	CB
	Tinoulla Philippou	WSP PB-Property Director-Project Manager	TP
	Scott Harrison	TSEG – Modification 14 Project Manager	SH
	Matthew Stephens	Mott MacDonald – NSW Transport Engineering Lead	MS
	Niloufar Jalilian	Mott MacDonald – Undergraduate Engineer	NJ
Apologies	Grant Knoetze	TfNSW	GK
	Brendan Pegg	TfNSW	BP

Distribution – all present and apologies inclusive

The below minutes, registered by by Tinoulla Philippou – WSP|PB, all as below.

ITEM No.	ITEM	ACTION BY
1.	Agenda & Introductions	Note
1.1.	Introductions	
1.2.	Agenda:	
1.2.1.	Programme & SOW	
1.2.2.	Presentation of draft CMP (Table of Contents)	
1.2.3.	Identification of Other Reference Projects in Area / Cumulative Impacts;	

1.2.4.	Summary of construction (no. of contractors) & Working Hours;	
1.2.5.	Draft CPTMP including: a. Haul Routes; b. Vehicle Movements c. Pedestrian Movements	
1.2.6.	Workers Parking;	
1.2.7.	Buses, Taxis, Light Rail, Bicycles;	
1.2.8.	Review Process Requirements and Timings; and	
1.2.9.	Other Business.	
2.	Programme and SOW	Note
2.1.	SH advised this is a separate project to the Modification 13 submission, which has been in the media recently.	
2.2.	SH explained the Modification 14 scope of work. Generally, the project elements are as follows: a. Level B4 - Infrastructure Upgrades; b. Level 00 – Porte Cochere and Astral Lobby Upgrade; c. Level 00 - Back of House Upgrades; d. Level 00 - Astral Luxury Retail Zone; e. Level 00 - SELS Building Fitout; f. Level 00 - SELS Building Lighting; g. Level 00 to 01 - G-Star Raw Escalators; h. Level 01 - Main Gaming Floor Slab Infill; i. Level 02 – Oasis Gaming Area; j. Level 03 - Sovereign Expansion; k. Level 03 - Event Centre Pre-function Space; l. Vertical Circulation Transportation Drum; m. Level 04 – The Star Administrative Offices; and n. Northern Porte Cochere Canopy.	
2.3.	MS advised that the works being undertaken are more internal and not much interaction with the street/external.	
2.4.	MS advised that gaming in general is being converted from general to more exclusive and VIP. External DJ spaces and the like are being removed.	
2.5.	LM asked if the traffic in the porte cochere is changing. MS advised minor changes to valet and the creation of a formal taxi pick up area. Everything else is staying the same.	
2.6.	There is a proposal to move taxis off Pirrama Rd in the future. KM asked that this be included in the CPTMP.	MS
2.7.	Determination from the DoPE is anticipated in August/September 2017, with construction commencing in October 2017. Design and construction will be a three-year programme.	
3.	Construction Management Plan	Note
3.1.	SH advised that the Construction Management Plan (CMP) was not formally submitted with the Modification 14 application. The team is seeking to respond to issues raised and provide additional where required.	
3.2.	TP outlined the contents of the CMP as follows: a. Executive Summary; b. Modification 14 Proposed Works;	

	c. Project Description; d. Scope of the CMP; e. Scope of Construction Works; f. Preliminary Construction Methodology; g. Safety Management; h. Environmental Management including; i) Objectives; ii) Site Characteristics; iii) Environmental Management System; iv) Roles and Responsibilities; v) Risk Management; and vi) Stormwater and Sediment Control.	
4.	Other Reference Projects & Cumulative Impacts	Note
4.1.	SH asked if there are any other reference projects we should be considering.	
4.2.	HG advised there are and there is a map that can be accessed via the website. Post Meeting Note (PMN): The consultants have accessed the site and found a CBD Active Works Map, however it does not provide an indication of timeframes and durations.	
4.3.	TfNSW to send a map that plots all the known projects, to enable the consultant team to identify any cumulative impacts. Post Meeting Note (PMN): KM issued on 17.01.17 a plan that shows the major developments (planned and under construction) near The Star. However, timeframes are also still required.	TfNSW/KM Complete
5.	Summary of Construction	Note
5.1.	The working hours are as per the existing Major Project Approval conditions. Generally these are as follows: a. Between 7.00am and 5.30pm, Mondays to Fridays inclusive; b. Between 8.00am and 3.00pm, Saturdays; c. Between 9.00am and 3.30pm, Mondays to Fridays for mechanical rock blasting; d. No work on Sundays and Public Holidays.	
5.2.	Works may be undertaken outside these hours where: a. The delivery of materials is required outside these hours by the Police or other authorities; b. It is required in an emergency to avoid the loss of life, damage to property and/or to prevent environmental harm; and c. Residents likely to be affected by the works are notified of the timing and duration of these works at least 48 hours prior to the commencement of the works; and d. The work is approved by the Director-General or his nominee.	
5.3.	These and other planned investments in The Star Sydney, are estimated to make the following economic contributions to the NSW economy (incremental to the ongoing contribution made by The Star Sydney, in its current state): a. A \$377 million contribution to the NSW economy from FY2016 to FY2030 (in real, present value terms), and will create an extra 500 jobs every year (average from FY2016 to FY2030); and	

	b.	A contribution of 915 construction jobs through the additional planned investments.	
6.		Draft CPTMP	Note
6.1.		MS advised that the traffic impacts construction of the works will be a 3-year programme	
6.2.		MS advised that the construction zone hoarding proposal along Pirrama Rd at The Star's front entrance, will mean the following will occur: a. Taxis will be relocated into the internal service road during construction; b. The Star Express bays will be moved further north along this service road; c. Pedestrian access along the front of Pirrama Rd construction zone will be prohibited. All pedestrians will be diverted west against the building to allow access to existing escalators, lifts, light rail, and relocated taxis; d. There will be a minimum 3-4m walkway for pedestrian access; e. Construction access in/out of the construction site will be via the existing kerb crossings; f. There will be no stopping restrictions along the front of the construction site. All loading/unloading is within the site; and g. All the above will be supported by wayfinding.	
6.3.		The construction of the above mentioned works (in clause 6.2), is being staged. A plan can be provided. This will only be a short term arrangement. The feeder rank for taxis is on Jones Bay Rd. They are called in to service the porte cochere. Steve Caplain (TSEG) will speak to the Taxi Council (Abraham is the Deputy CEO).	
6.4.		Total number of deliveries is still work in progress. Worst case scenarios will be benchmarked.	
6.5.		The loading dock is being reconstructed as part of this Modification 14. DA 12 construction works are underway, and these utilise part of the loading dock. There are two phases, operating and delivering, and reconstruction. In the reconstruction of the loading bay, there are cross docking improvements required. More clarity will be provided later.	
6.6.		TSEG will manage deliveries to the site.	
7.		Workers Parking	Note
7.1.		MS advised there are 600 to 900 spare standard spaces during the construction working hours. This is an off peak period for The Star.	
8.		Buses, Taxis, Light Rail, Bicycles	Note
8.1.		MS advised there is no impact on buses or bus stops. Formalising the bus zone on Pyrmont St would be proposed.	
8.2.		MS advised that a Green Travel Plan has been completed and will be issued as part of the responses.	MS
8.3.		LM advised that for coaches, the parking should be changed to/designated as "No Parking, Coaches Excepted" and add a time limit.	MS
8.4.		MS advised that Pirrama Rd taxis and Star Express will be relocated.	
9.		Review Process Requirements and Timings	

9.1.	There is a minimum two-week turnaround for informal review of documentation.	
9.2.	Regarding the Response to Submissions, TfNSW will report back to the DoPE stating that their comments have or have not been addressed.	
10.	Other Business	Note
10.1.	Nil	

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Meeting 2

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Minutes - TfNSW CBD CCO Meeting 2

Date	30 th January 2017		
Time	13.00-14:30		
Venue	TfNSW, CBD Coordination Office		
Subject	The Star Modification 14 DPE Application and CPTMP Review		
Client	The Star Entertainment Group (TSEG)		
Present	<i>Name</i>	<i>Company & Position</i>	<i>Initials</i>
	Heather Gavriel	TfNSW – Precinct Manager	HG
	Lisa McGill	TfNSW – Senior Precinct Manager	LM
	George Mobayed	TfNSW	GM
	Brendan Pegg	TfNSW	BP
	Scott Harrison	TSEG – Modification 14 Project Manager	SH
	Matthew Stephens	Mott MacDonald – NSW Transport Engineering Lead	MS
	Niloufar Jalilian	Mott MacDonald – Undergraduate Engineer	NJ
Apologies	n/a		

Distribution – all present and apologies inclusive

ITEM No.	ITEM	ACTION BY
1.	Agenda	Note
1.1.	Introductions	Note
2.	On Site Parking Allocation for Tradespeople Undertaking works for MOD14	Note
2.1.	Implementation of a booking system to discourage overuse → less incoming private vehicle traffic.	“
2.2.	SH suggested using the existing number plate monitoring system with an additional algorithm for tradespersons vehicles.	“
2.3.	Contractor could keep a register of number plates (include this in induction forms) → feed data into existing system.	“
2.4.	Incentivise public transit for tradespeople (parking costs vs opal)	“
2.5.	Use the Stars coach service to connect workers to site from Central (additional mode change to LR may be a	“

disincentive) → Closure of Eddie Ave (Sth) April 2017 and Eddie Ave (Nth) 2018-2019		
3.	Port Cochere	
3.1.	Will there be a resourcing enhancement to the management of limousines and valet service to mitigate bottlenecking, double parking, and underperformance of area.	MS/NJ
3.2.	What impacts on limos and valet will be expected due to GFA increase is it 1 for 1?	MS/NJ
4.	Coach Parking	
4.1.	Formalising coach parking with time restrictions on Pymont Street.	
5.	Parking Management Plan	MS/NJ
5.1.	Can be off the back of the Loading Dock Management Plan (LDMP)	
5.2.	PMP should include the following	
5.2.1.	Coach movements	
5.2.2.	Freight movements → LDMP	
5.2.3.	VMS and parking guidance system	
5.2.4.	What procedure(s) will be implemented during Star peak periods, where do people go when the site is full?	

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Minutes - TfNSW CBD CCO Meeting 2

Date	13 February 2017		
Time	10.00 to 11.11		
Venue	Sydney Room, Level 14, Town Hall House – City of Sydney Council		
Subject	The Star Modification 14 DPE Application Response Review		
Client	The Star Entertainment Group (TSEG)		
Present	<i>Name</i>	<i>Company & Position</i>	<i>Initials</i>
	Michaela Briggs	CoS – Town Planner	MB
	Van Le	CoS – Traffic Engineer	VL
	Meadhbh Nolan	Urbis – Urban Planning Consultant	MN
	Scott Harrison	TSEG – Modification 14 Project Manager	SH
	Matthew Stephens	Mott MacDonald – NSW Transport Engineering Lead	MS
	Niloufar Jalilian	Mott MacDonald – Undergraduate Engineer	NJ
Apologies	n/a		

Distribution – all present and apologies inclusive

ITEM No.	ITEM	BY
1.	Agenda	Note
1.1.	Introductions	
1.2.	Listing Documents compiled by Mott MacDonald	Note
1.2.1.	Response to Comments	
1.2.2.	CPTMP	
1.2.3.	Loading Dock Management Plan	
2.	Coaches	Note
2.1.	TSEG & MM propose to formalise on street parking for Coaches, as a layover for periods of wait. Currently coaches are using 'vehicle parking zones' along Pyrmont Street informally. This area will only be a layover and coaches will drop off and pick up passengers in the service road adjacent to the light rail corridor	Note
2.1.1.	Internal service road adjacent to light rail corridor does not allow for coach parking due to sizing restrictions.	

2.1.2.	Coach parking will be provided west of the MEUF loading dock along the exit ramp off the service road.	
2.1.2.1.	Illegal vehicle parking along service to be mitigated by installation of double arm boom gate, and additional signposting.	
2.1.2.2.	Coaches rerouting back to Service Road can right turn onto Pirrama Road Nth from Service Rd off ramp. Turn paths confirmed.	
2.1.3.	VL stated that any proposed changes to existing parking conditions should be submitted to the CoS LPCTC for review, process takes 2 months.	
2.1.3.1.	Approval may be conditional considering dedicated coach parking facilities, at Lime Street (King Street Wharf) and UTS. VL stated that the council will not generally allow for conversion of vehicular parking to coach layover as it serves a private interest rather public.	
2.1.3.2.	Other issues to address are: a) CoS Street Tree department will not support coach parking if it infringes on the canopy or trunk of street trees. b) Coach layover areas must indicate what the primary venue its passengers are using within the site.	
3.	Taxis	Note
3.1.	TSEG & MM propose that taxis be relocated into the Service Road adjacent to the light rail corridor during construction of Modification 14.	Note
3.2.	CoS stated that the crane to be in existing the taxi rank along Pirrama Rd is to be within private land.	Note
3.3.	Include in documentation taxi rank at Pirrama road will be reinstated post construction.	MS/NJ
3.3.1.	If taxi rank is not to be reinstated the vehicular crossing should be drawn as a kerb and gutter, in the landscape/civil documents. This accounts for all other vehicular crossing's that are to become redundant.	MS/NJ
4.	Parking Management - VMS	Note
4.1.	TSEG & MM propose upgrades to the existing VMS infrastrutrure in the Pyrmont area. These upgrades will: a) Simplify the set out of information on the signs; and b) Allow for data collection between all parking providers.	Note
4.1.1.	VL stated that the CoS is not in the position to accept these upgrades: a) As this will clash with their existing contracts with Wilson parking. They do not wish to look to favour one provider over another; and b) It also creates clutter on the roadway.	Note
4.1.2.	VL suggested that other intelligent transport system options should be considered in response. Such as real-time parking apps.	MS/NJ
5.	Intersections	Note
5.1.	MS confirmed that modification does not cause considerable network changes as there are no new entries to the venue under Modification 14.	Note
5.2.	LOS at Murray and Pyrmont Bridge Street intersection will reduce to class C from class B. This has been modelled on existing parking restrictions (on road).	Note

6.	Bicycle Facilities	Note
6.1.	26 staff space staff bicycle facility already installed in anticipation of Mod14. TSEG & MM propose that the existing lockers in the facility be converted to an additional 5 spaces, to accommodate the additional 42 staff/shift/day due to the 5% GFA increase under Mod14.	Note
6.2.	TSEG & MM, disagree with CoS labelling of facility as a 'theatre/place of worship' and suggest The Star be labelled a 'shopping centre' under the CoS DCP. a) Under this assumption an additional 29 public bicycle spaces (class 3) will be supplied b) No existing public spaces.	Note
7.	Loading Dock	Note
7.1.	Bays 5 & 6 in the Jones Bay Road dock to be maintained as construction docks during Mod 14 and returned to use post construction.	Note
8.	CPTMP	Note
8.1.	MS briefed CoS on elements of the CPTMP including: a) Haulage routes b) Tradespeople will be encouraged to take PT.	

