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10 June 2011

Dear Clare

Project Star - Transport Response to PAC comments on MUEF Loading Dock

We are writing in response to our recent telephone conversations regarding a request for input on clarification of the operation of the loading dock and any likely interface with Sydney Buses operations for the Multi Use Entertainment Facility.

S.75W Modification Application

It is understood that the application has been referred to the Planning Assessment Commission for determination. Following a briefing by the Department of Planning and Infrastructure clarification of the following matters has been sought.

The comments put forward by the PAC are as follows:

- An explanation as to how loading and unloading from the loading dock will be managed.
- An explanation as to what the existing arrangements are with Sydney Buses which ensure that use of the loading dock will not interfere with the travel of the Sydney Buses.
- Clarification as to how many days/hours would be involved in not only the unloading of trucks but the reloading of trucks at the end of a show.

Arup response

The Multi Use Entertainment Facility (MUEF) will use the existing Sports Theatre loading dock located within the Casino building off Pirrama Road. This loading dock currently operates 24 hours per day 365 days per year and previously serviced the Star Theatre. The MUEF replaces the existing ballroom and creates an entertainment space than can be used for many different types of events. The MUEF will be available to be used 24 hours per day, 365 days per year for many different types of events, consistent with other site operations. When complete the MUEF will continue to provide a ballroom and banquet

seating venue within the Star City Complex and will also be able to be utilised as an intimate concert venue.

To facilitate easy access to the MUEF, a purpose built, freight elevator and separate access arrangements have been designed. These are shown on the drawings attached, A1013 B2 Loading Dock. Loading and unloading of trucks and other delivery vehicles servicing the MUEF will be undertaken in a designated loading dock and loading bay. The loading bay is located adjacent to the bus lane. The loading bay is designed for one truck at a time. A loading dock manager would actively manage truck arrivals, loading/unloading and departures so that arrivals only occur when the dock is free and ensure no trucks are queued onsite.

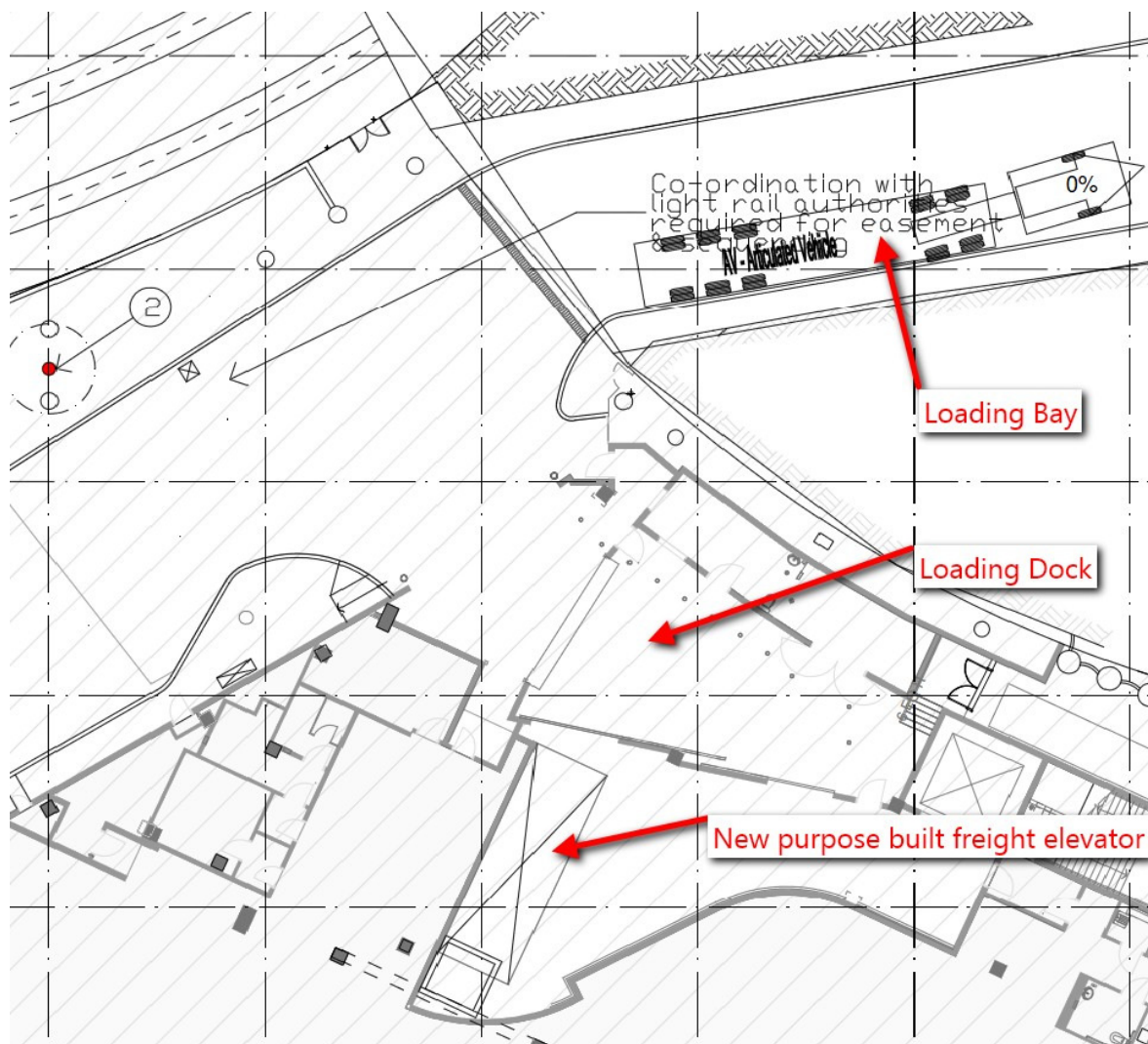


Figure 1: loading dock arrangements

Events such as conferences and banquets would use the existing loading dock for deliveries, with smaller vehicles typically using this loading dock. Events such as concerts and shows would generate 6-8 trucks per event, with an estimated loading time of 30 mins. All event trucks would be unloaded or loaded within 3-5 hours. Trucks would enter the site via the bus interchange, which is one way and exit onto Pirrama Road north of Jones Bay Road.

19m long articulated trucks would park to the right of the internal bus carriageway and reverse into the loading bay. The attached plan, SKT005-B shows the parked truck at the location of loading/unloading. As shown, this position allows a typical bus to pass the stationary truck. Forklifts would unload the equipment and carry it to the loading dock and the purpose built lift. There would be no side unloading. Loading and unloading would be managed to reduce the number of occasions a bus needs to pass. 12.5m long rigid trucks would be able to reverse into the loading dock. In that respect, the dock operations are unchanged. All reversing manoeuvres would continue to be directed by the dock manager. There will be no on-street loading.

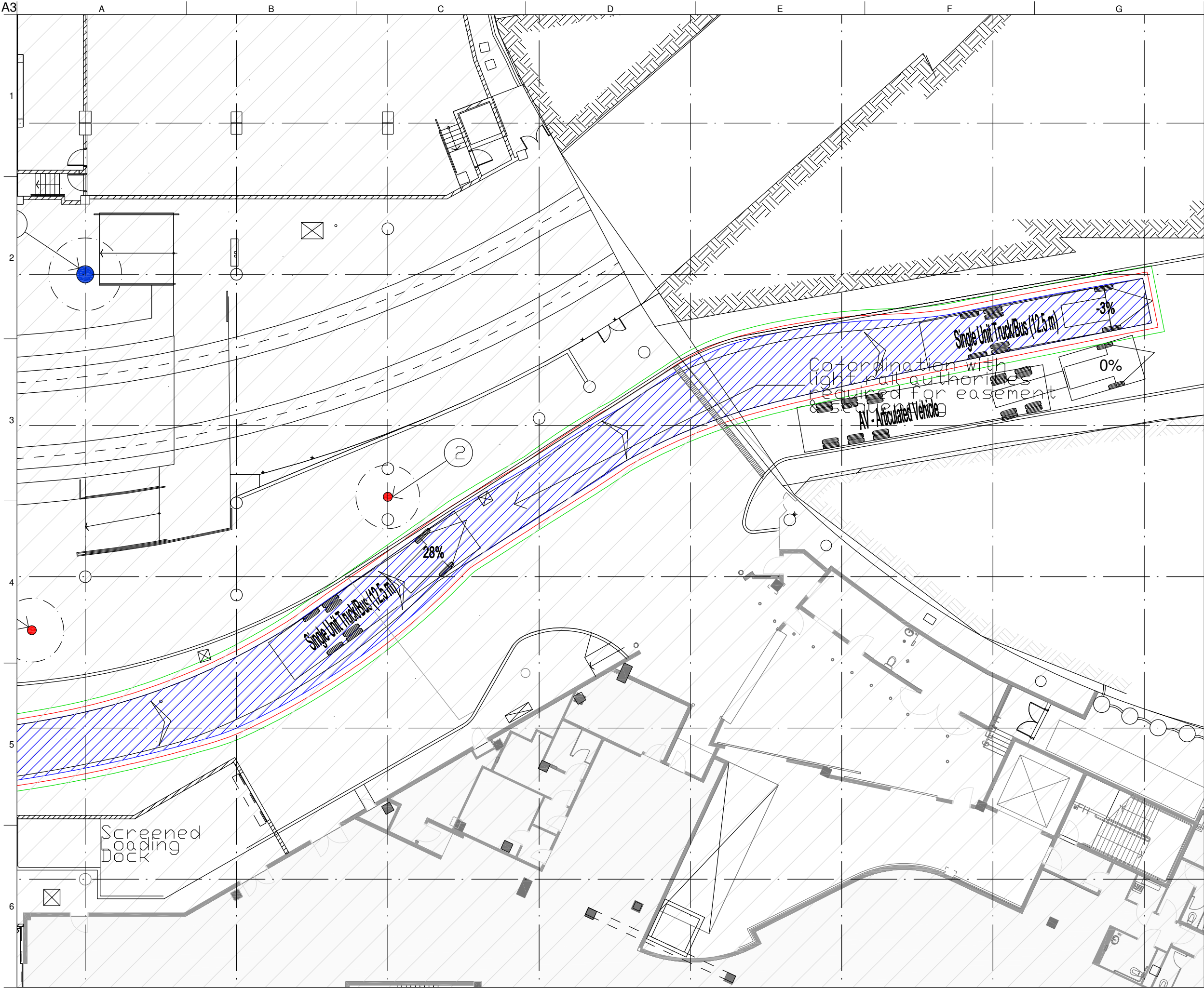
A management plan such as this demonstrates that MUEF loading dock operations have sufficient capacity and will have negligible effects on the normal flow of buses or on surrounding streets.

If you have any questions, please contact the undersigned on 02 9320 9320

Yours sincerely

A handwritten signature in black ink, appearing to read 'Michael Cavallaro', is written over a light grey dotted rectangular background.

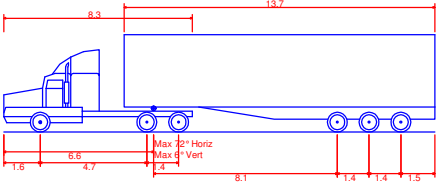
Michael Cavallaro
Transport Engineer



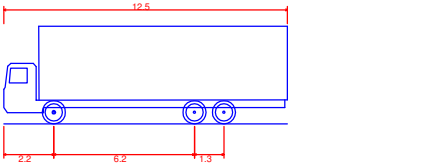
Legend

- Body Envelope
- 300mm Envelope
- 600mm Envelope
- Wheel Envelope

Design Vehicle(s)



AV - Articulated Vehicle
Overall Length 19.000m
Overall Width 2.500m
Overall Body Height 4.301m
Min Body Ground Clearance 0.418m
Track Width 2.500m
Lock to Lock Time 6.00 sec
Curb to Curb Turning Radius 12.500m



Single Unit Truck/Bus (12.5 m)
Overall Length 12.500m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance 0.490m
Track Width 2.500m
Lock to Lock Time 6.00 sec
Curb to Curb Turning Radius 12.500m

B	16/06/11	MAC	CCH	CCH
For Information				
A	14/01/11	MAC	CCH	CCH
For Information				
Issue	Date	By	Chkd	Appd

ARUP

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Client

Tabcorp

Job Title

Project Star
S75 MUEF

Drawing Title

Turning Paths
19m Articulated Vehicle Unloading
12.5m Bus passing

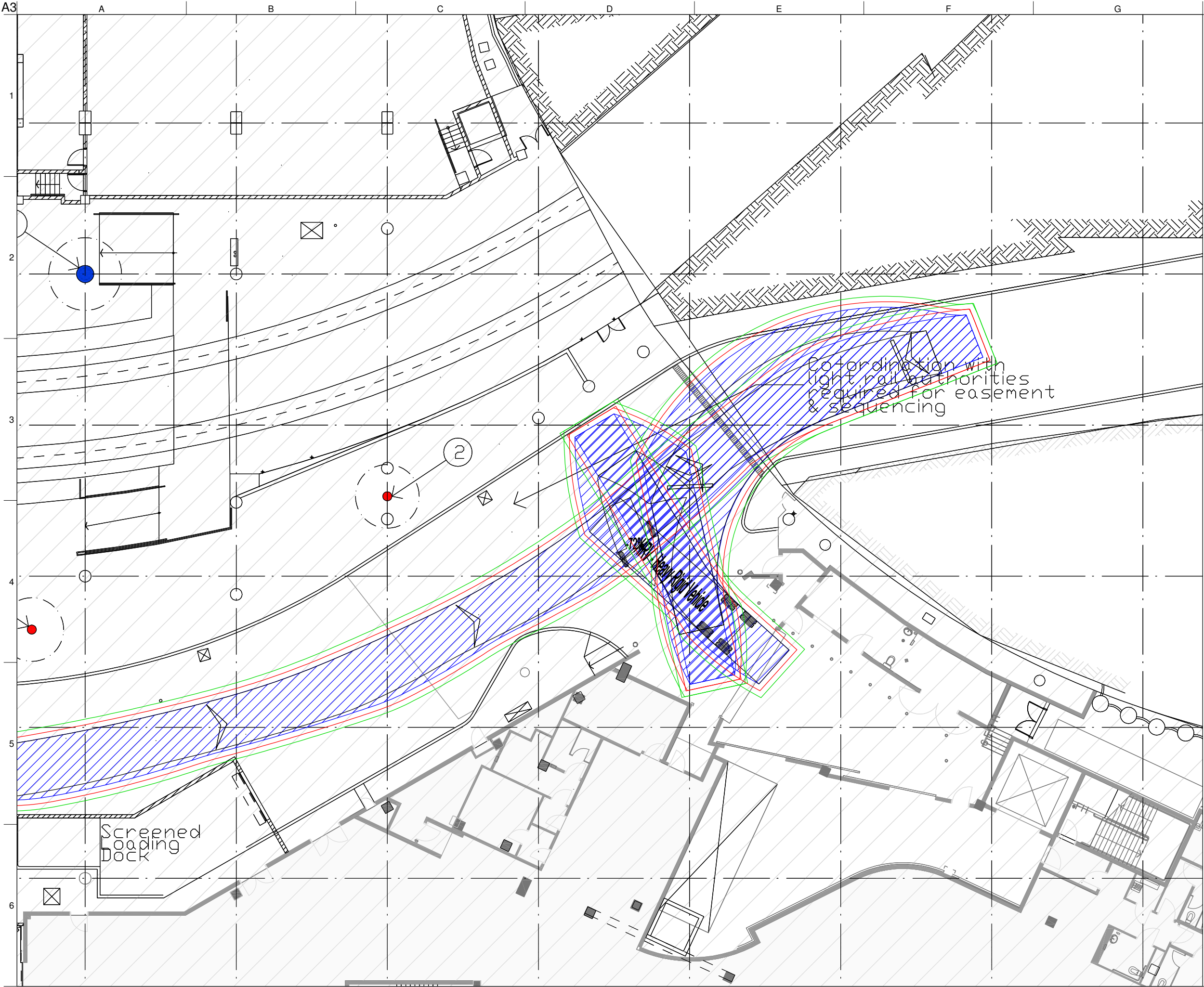
Scale at A3
1:200

Discipline

Drawing Status

Sketch

Job No 205379-00	Drawing No SKT005	Issue B
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Legend

Body Envelope

300mm Envelope

600mm Envelope

Wheel Envelope

Design Vehicle(s)

HRV - Heavy Rigid Vehicle

Overall Length12.500m

Overall Width2.500m

Overall Body Height4.300m

Min Body Ground Clearance0.417m

Track Width2.500m

Lock to Lock Time6.00 sec

Curb to Curb Turning Radius12.500m

A	16/06/11	MAC	MAC	CCH
For Information				
Issue	Date	By	Chkd	Appd

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Client

Tabcorp

Job Title

Project Star

S75 MUEF

Drawing Title

Turning Paths

12.5m Truck Reversing into the Dock

Scale at A3

1:200

Discipline

Drawing Status

Sketch

Job No

205379-00

Drawing No

SKT007

Issue

A

