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For the attention of Carlos Lopez

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14 January 2011

Dear Sir

## Project Star - Transport Strategy to respond to comments to MUEF Section 75 Submission

We are writing in response to your email request this week for a strategy for responding to comments from the City of Sydney<sup>1</sup> the Roads and Traffic Authority<sup>2</sup> and Transport NSW<sup>3</sup>. Summaries of comments from the authorities and our responses are broken into three areas, of concern, Loading Dock, Construction Traffic and Green Travel Plan.

## Loading Dock

### Roads and Traffic Authority

- The plans submitted for the modification do not show adequate details of the proposed loading areas and compliance of these areas with AS 2890.2 – 2002 for heavy vehicles or AUSTROADS requirements for vehicle swept paths. Request plans demonstrating compliance be submitted to the Department of Planning.
- The layout of all vehicle accessible areas to be in accordance with AS 2890.1 – 2004 and AS 2890.2 – 2002 for heavy vehicles.
- All vehicles to enter and leave the site in a forward direction.
- All works are to be at no cost to the RTA.

<sup>1</sup> City's Submission - MUEF –star City , dated 15 December 2010, Our Ref : R/2008/24/E Your Ref: MP 08\_0098 MOD 7

<sup>2</sup> RTA comments summarised by Urbis, email from Susan McLelland dated 13 January 2011

<sup>3</sup> Transport NSW submission , dated 23 December 2010, ref CD10/08786

## City of Sydney

- The traffic report submitted states that the existing loading dock will be sufficient for the proposed (more intense) use, but there is little information to demonstrate that this is the case. More information requested for expected servicing of the new facility having regard to the events, equipment and trucks to be catered for.

## Arup response

The MUEF will use the existing Loading Dock located within the Casino building off Pirrama Road. This Loading Dock operates 24/7 and currently serves the Sports Theatre. From discussions with Tabcorp, it is estimated that there will be 20-30 concerts per year, with 6-8 trucks per concert. With an average loading time of 30mins to 60mins, all trucks would be unloaded/loaded within 3-8 hours. Trucks would enter the site via the bus interchange, which is one way and exit on Pirrama Road north of Jones Bay Road.

The loading dock is designed for one truck at a time, with no provision for an additional holding area on site. Truck arrivals would be managed and staggered so that arrivals only occur when the dock is free. This would ensure that the bus interchange and surrounding roads are not affected by the loading dock truck movements. The largest truck, with a 13.7m container, would park to the right of the internal bus carriageway, and smaller rigid trucks would be able to reverse into the loading area. The attached plan, SKT005 shows the parked truck at the location of unloading. As shown, this position allows a bus to pass the stationary truck, although loading and unloading would occur at off-peak times to reduce the number of occurrences. This design complies with AS 2890.1 and 2890.2.

A management plan such as this demonstrates that MUEF loading dock operations have sufficient capacity and will not have negative effects on the surrounding streets and there will be no on-street loading.

## Construction Traffic

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### Roads and Traffic Authority

- Request a Construction Traffic Management Plan be submitted prior to construction detailing construction vehicle routes, access arrangements and traffic control.

## City of Sydney

- It is recommended that a condition be imposed requiring that a 'Construction Traffic Management Plan' be submitted prior to works commencing for Council's approval.

## Arup response

A Construction Traffic Management Plan would be prepared by the contractor with input from Arup as required.

## Green Travel Plan

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### Transport NSW

- Creation and implementation of a Green Travel Plan to the Planning Conditions of Consent, to achieve the requirements in the plan, such as 80% of commuter trips by public transport and 5% of trips shorter than 10km by bicycle. In particular Transport NSW seeks plans for the staff travel aspect of the Green Travel Plan. Transport NSW is also willing to liaise with Star City to develop such a plan.

### Arup response

Star City will update their Green Travel Plan to incorporate the MUEF.

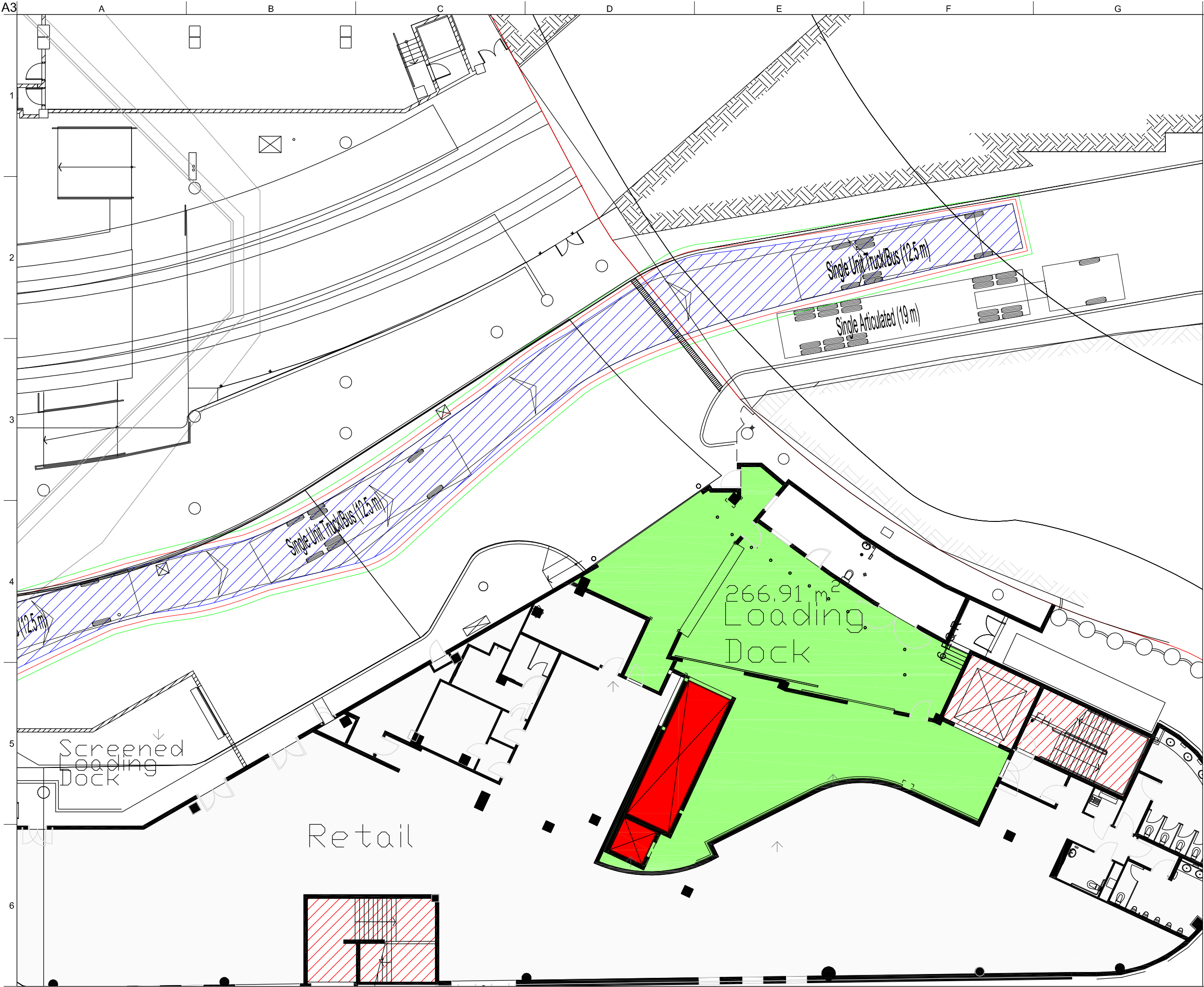
We look forward to discussing the scope, program and data collection to deliver these.

Yours faithfully

A handwritten signature in dark ink, appearing to read 'Michael Cavallaro', with a long horizontal flourish extending to the right.

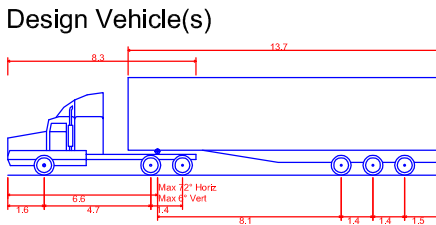
Michael Cavallaro  
Transport Engineer

CC Colin Henson, Arup

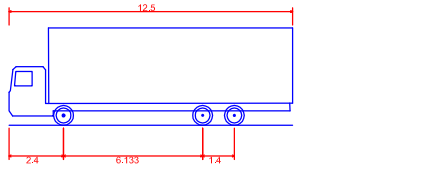


**Legend**

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



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



HRV - Heavy Rigid Vehicle  
Overall Length 12.500m  
Overall Width 2.500m  
Overall Body Height 4.300m  
Min Body Ground Clearance 0.417m  
Track Width 2.500m  
Lock to Lock Time 6.00 sec  
Curb to Curb Turning Radius 12.500m

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 MUEF**

Drawing Title  
**Loading Dock Heavy Vehicle Turning Paths**

Scale at A3  
1:200

Discipline

Drawing Status  
**Sketch**

Job No <b>205379-00</b>	Drawing No <b>SKT005</b>	Issue <b>A</b>
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