

December 2021

Precinct Village and Car Park

Value Management package



SSDA submission

Carpark Facade - East

- 1 - Brick cladding to mezzanine slab edge
- 2 - In-situ concrete planters
- 3 - "Hit & Miss" brick wall
- 4 - Open area



Section



Western elevation view from service road

VM option

Carpark Facade - East

1 - Exposed concrete to mezzanine slab edge

2 - GRC planters

3 - Galvanized steel balustrade with perforated metal infill and integrated crash barrier in-between columns

4 - open area



Section



Western elevation view from service road

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Western elevation view from service road

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Carpark Facade - West

- 1 - Exposed concrete to mezzanine slab edge
- 2 - GRC planters
- 3 - Galvanized steel balustrade with perforated metal infill and integrated crash barrier in-between columns



Section

Western elevation view from service road

SSDA submission

Tennis building

1 - Stepping brick clad fascia

2 - Green edge to roof



VM option

Tennis building

- 1 - Brick clad fascia simplified
- 2- Green edge on roof replaced by pebbles in a artistic pattern



SSDA submission

Tennis building

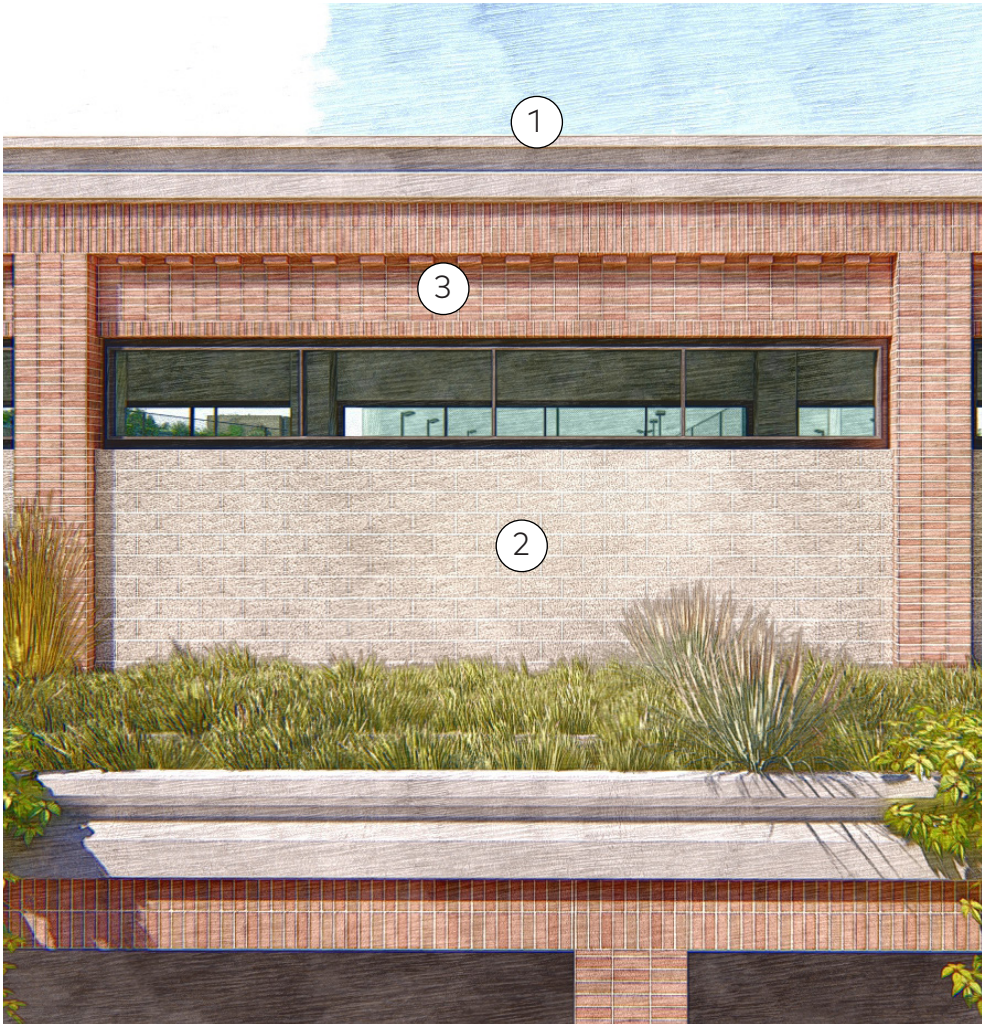
- 1 - Green edge to roof
- 2 - Brick wall between columns
- 3 - Stepping brick clad fascia



VM option

Tennis building

- 1 - Green edge on roof replaced by pebbles in a artistic pattern
- 2- Infill brick wall replaced by polished blockwork
- 3 - Brick clad fascia inspired by SCG perimeter brick wall



SSDA submission

Eastern connection

- 1 - Planters to edge
- 2 - Hit&Miss brick screens
- 3 - Pedestrian ramps apt for vehicles



VM option

Eastern connection

- 1 - Planters to edge removed
- 2 - Hit&Miss brick replaced by galvanized steel balustrade with perforated metal infill and integrated crash barrier in-between columns
- 3 - Separete ramps for pedestrians and vehicles with different gradients as a result of RL increase to accomodate existing services and increase head height for trucks in OB



SSDA submission

Southern & Eastern
carpark facades

- 1 - Brick cladding to mezzanine
slab edge
- 2 - In-situ concrete planters
- 3 - "Hit & Miss" brick wall



VM Option

Southern & Eastern carpark facades

1- Brick cladding removed from
mezzanine slab edge

2- Planters to edge removed

3 - Hit&Miss brick replaced by
galvanized steel balustrade
with perforated metal infill
and integrated crash barrier
in-between columns



Minutes of Sydney Football Stadium Design Integrity Panel Presentation

6 December 2021

Sydney Football Stadium Redevelopment Design Integrity Panel Presentation

Minutes of the Precinct Village and Car Park VM Design Presentation held on Monday 6 December 2021 via Microsoft Teams.

Present	Entity	Invited Attendees
Peter Poulet (PP)	Chair, DIP	Peter Hynd (PH) – INSW
Tom Gellibrand (TG)	DIP Member	Cynthia Cui (CC) – INSW
Kim Crestani (KC)	DIP Member	Stephanie Ballango (SB) - Savills
		Russell Lee (RL) – Cox Architecture
		Alex York (AY) – Cox Architecture
		Joe Agius (JA) – Cox Architecture
		Milan Males (MM) – John Holland
		Stanley Jia (SJ) – John Holland
Apologies		
John Perry (JP)	DIP Member	

Opening Remarks

Meeting opened at 16:30pm.

TG noted objectives of the presentation is to review design optimisation to refine the proposal, and to respond to comments in the planning approval process. TG further noted that the NSW Government is committed to removing carparking from Moore Park and that the proposed precinct village and car park is a key component of that transition.

PH noted that the design team responses to the DIP comments made at the last presentation were circulated for review and were agreed to by the DIP prior to the submission of the planning modification.

PH provided an overview of the current planning approval modification update.

1. Design Integrity Panel Presentation

RL and AY provided an overview of the proposed design value enhancement package and the intent of the options:

- AY provided an overview of the proposed option for the carpark eastern and western façade. The proposed option removes the brick cladding to mezzanine slab edge to exposed concrete with in-situ concrete planters to GRC planters, and replaces the “hit & miss” brick wall with galvanized steel balustrade with perforated metal infill and integrated crash barrier in-between columns. The intent is to shift and simplify the design.
- AY provided an overview of the proposed option for the tennis club building which changes the stepping in the brick clad fascia replaces the brick wall between columns to polished blockwork consistent with material used in the stadium, and removes the green planted edge roof replacing it with pebbles in an artistic pattern.
- AY provided an overview of the proposed option for the eastern concourse connection which raises the plaza level due to the existing underground services and to maintain the head height for outside broadcasting compound area. The option also separates ramps for pedestrians and vehicles with different gradients to maintain DDA compliance.
- AY provided an overview of the proposed option for carpark southern façade which proposed to be consistent with amendments to the eastern and western façade option except for the planters to the edge being removed to account for the existing landscaping planter space located between the stadium and the proposed carpark structure.

The Design Integrity Panel (DIP) provided feedback on the proposal:

- KC queried whether the SSDA submission option with “hit & miss” brickwork required the crash barrier or guard rail to be added. AY/JA confirmed that the guard rail is required as the guard rails replace the original in-situ planters which are proposed to be lightweight GRC planters in the proposed alternative option. AY/JA further note that screens or other forms of barriers are required to stop both people from falling and vehicles, and both planter boxes and softwalls are not high enough for the purpose of preventing people from falling, requiring guard rails to all elevations.
- KC queried the cost savings with the replacing the “hit & miss” brickwork and in-situ concrete planters with lightweight GRC planters, galvanized steel balustrade with perforated metal infill and crash barriers. MM estimated the cost savings is approximately \$300,000.
- PP queried if all the “hit & miss” brickwork and the planter boxes are to be removed in the option. AY confirmed the planter boxes to the south and east façade are to be removed, but planter boxes on the gulley are to be maintained but replaced with the lightweight GRC planter boxes. AY further confirmed that vehicle barriers and guard rails are still required where planter boxes are used.
- KC queried if use of guard rails with the GRC planter boxes could be interspersed with some retained “hit & miss” brickwork and if this would be a cost neutral option. JA confirmed this is not a cost neutral option. KC noted the response. JA further confirmed the

planter boxes provide more aesthetic value as they face the western side on the gully but provide limited benefit to the southern elevation fronting the NRL building and the eastern elevation fronting the stadium concourse façade which is obscured from the stadium concourse by the existing wind wall public artwork.

- PP queried if the PV array will be on top of the tennis club roof. AY confirmed the roof is circa 500sqm and 200sqm is expected to be covered by PV panels. The balance of the roof could be covered by a public artwork in the option. PP further queried who will be able to see the pebble artwork. AY confirmed NRL building and Stadium users would be able to see the pebble artwork. PP queried if the roof finishes need to have a design or if it can be left without a design noting the extent of the PVs.
- KC further queried the cost savings for replacing the green roof with pebble artwork. MM confirmed cost savings are not the primary driver as VNSW is concerned with ongoing maintenance obligations and costs.
- KC queried if there are awnings proposed in the option for the tennis club as rain protection. AY confirmed that no overhang has been included in the option. KC confirmed no concerns with the changes to brickwork to the tennis club building. KC requested the design team review the need to provision for inclusion of fabric or other awnings at a later date.
- KC queried if there is enough shade in the eastern connection area. AY confirmed the landscape of the area is still being resolved by Aspect and the final design would consider the potential to ensure appropriate shading from trees or other landscape elements.
- KC noted that the changes need to be the best application of saving versus retaining a strong design intent particularly to façade elements.
- TG queried who will see the changes to the carpark façade in the option. AY confirmed on the south and the east side will be the most evident locations, and the west design is still maintaining the green softening and the brick as much as possible.
- TG noted that the retention of the brick portal frames does retain the connectivity with the SCG brick walls to Driver Avenue. TG further noted that there are potential issues with the “hit & miss” brickwork as it would require further development to include guard rails etc. SJ further noted that the “hit & miss” brickwork was also potentially climbable and would require additional screens.
- PP noted that there could be further investigations with regards to the landscaping details to dial up the landscaping to these elevations within the GRC planters to soften the façade.
- KC agreed and further noted that the hit and miss brickwork is not really fit for purpose so the team need to look at a more sophisticated landscape with the proposed option. Further that provisioning for installation of fabric awnings should be investigated to be added to the tennis club building if it will provide weather protection, simplification of the roof planting with PVs is supported.
- PP noted the rationale for removal of the “hit & miss” brickwork and its replacement with an integrated guard rail with landscape, agreed with KC regarding looking at fabric or other awnings to the tennis club building. Noted that the removal of design to roof planters would be acceptable subject to design team reviewing aspects from Stadium and NRL buildings.

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- TG summarised and the DIP concurred that the removal of the “hit & miss” brickwork would be supported noting that Aspect Studios would need to refine the landscape design to the planters to ensure that it softens the facade. It was further discussed that investigation of stainless steel mesh and vines be undertaken. Aspect should advise best fit for landscape screening and on-going maintenance,
 - AY further noted that the high fence on the western edge of the concourse has been removed as the in-board handrail has been incorporated.
 - TG further noted that the climbable issues of the handrails need to be satisfied from a design point of view. AY confirmed the top handrails are fixed atop of an 800mm precast element and the handrails in the carpark are fully meshed.
 - DIP noted its support of the proposed changes subject to comments.
 - The DIP looks forward to the next design development iteration including the Landscape and Architectural documentation.

Meeting closed at 17:21pm.