



Australian Government

Department of the Environment, Water, Heritage and the Arts

Reference: 1/12/036/0449
Your reference: MP 09_0200

Mr Daniel Keary
Director – Government Land and Social Projects
NSW Department of Planning
GPO Box 39
SYDNEY NSW 2001

Dear Mr Keary

Thank you for your letter of 20 November 2009 requesting details of key issues and assessment requirements which may be included in the Director General's Environmental Assessment Requirements.

I support the matters to be considered in **2. Heritage and Archaeology**, (a) to (h) inclusive. I also note that the Conservation Management Plan prepared by J.S. Kerr finds the Sydney Opera House forecourt to be of exceptional significance, and the ovoid Bennelong Stormwater Drain to be of high significance. Consequently I would be most grateful if two additional requirements could be included.

The proposed requirements are:

- consideration of alternatives for service vehicle access from other locations and other adjoining properties, apart from the Sydney Opera House forecourt; and
- consideration of measures to conserve and protect the ovoid Bennelong Stormwater outfall.

Please do not hesitate to contact Ilse Wurst, Director, Historic Heritage South, on 02 6274 1201 or by email on ilse.wurst@environment.gov.au if you require any further information.

Yours sincerely


Theo Hooy
Assistant Secretary
Historic Heritage Branch

2 December 2009



INVESTOR IN PEOPLE

GPO Box 787 Canberra ACT 2601 Telephone 02 6274 1111 Facsimile 02 6274 1666

www.environment.gov.au



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MANAGEMENT SYSTEM



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3 December, 2009

Daniel Keary
Director – Government Land & Social Projects
NSW Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attention: Cameron Sargent

**SYDNEY OPERA HOUSE
UNDERGROUND LOADING DOCK AND ACCESS TUNNEL
MAJOR PROJECT 09_0200**

Dear Sir,

I refer to your letter dated 20th November 2009 regarding the proposed key issues and assessment requirements which may be included in the Director General's Environmental Assessment Requirements (DGR's) for the abovementioned project.

The City generally concurs with the draft list, however, request that further scrutiny be made on providing the entry and exit to the new tunnel closer to the cliff face of the Royal Botanic Gardens / Government House and existing gatehouse, so as to minimise visual impact and maintain pedestrian safety.

In this regard under the heading of Heritage and Archaeology, it is suggested that an additional matter be inserted to the effect "Detailed justification for the location of the entry to the ramp down so as to understand the limitations of the options considered".

Please contact Andrew Rees if you require any clarification or further information on this matter, on phone number 9246 7599 or by email at arees@cityofsydney.nsw.gov.au

Yours sincerely,

A handwritten signature in black ink, appearing to read "Bill Mackay".

Bill Mackay
Manager Planning Assessments

city of villages



PCU001060

2 December 2009

Mr Daniel Keary
Director Government Land & Social Projects
Department of Planning
GPO Box 39
SYDNEY NSW 2001

2 DEC 2009

Your Ref: MP09_0200
Our ref: P09/309

**Request for Key Environmental Issues for the
Proposed underground loading dock and vehicle access tunnel,
Sydney Opera House
Major Project 09_0200**

Thank you for your letter dated 20 November 2009 seeking NSW Maritime's comments on the key environmental issues which may be included in the Director General's Requirements for the Major Project application under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

NSW Maritime has reviewed the Preliminary Environmental Assessment and is satisfied that the key issues for assessment are included.

Should you have any questions in relation to this letter please contact NSW Maritime's Maryanne Campanelli on 9563 8824.

Yours sincerely

Patrick Low 2/12/09
General Manager
Policy and Strategy Division





NSW GOVERNMENT
Department of Planning

Contact: Rajeev Maini
Telephone: 02 9873 8592
rajeev.maini@planning.nsw.gov.au
File:
Our Ref:
Your Ref: MP 09_0200

Mr Daniel Keary
Director
Government Land & Social Projects
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attention: Cameron Sargent

Dear Mr Keary

RE: Request for DGRs for proposed underground loading dock and vehicle access tunnel at the Sydney Opera House – MP 09_0122

I refer to your letter received on 24 November 2009 regarding Heritage Branch requirements for the preparation of an Environmental Impact Statement (EIS) for the above mentioned project. Your letter included draft DGR's for the project and a Preliminary Environmental Assessment report prepared by Byrnes & Associates Pty Ltd dated October 2009.

The Heritage Branch understands that the Sydney Opera House Trust considers heritage Impacts to be primary matter for assessment. It is noted that most of the proposal is located below the forecourt. A part of the proposal is also below the Opera House building. The only element of the proposed works visible from ground is the entrance to the access ramp.

The Preliminary EA notes that the proposed loading dock will access to the site for all delivery vehicles thereby allowing the current roadway across the forecourt to be used only by taxis and other vehicles dropping off patrons as well as continued access to the disabled parking spaces.

It is noted that the proposal is being carried out in conjunction with two associated proposals that do not form part of this project:

1. The relocation of Bennelong Drain (being considered as a separate application);
2. The resurfacing of the existing roadway across the forecourt to make it level with adjoining pedestrian areas to remove trip hazard.

It is considered that the draft DGRs as enclosed with your letter are appropriate and generally cover the necessary information to be included with the Environmental Assessment. However, in view of the potential impacts on the setting of the Sydney Opera House, it is requested that the final Assessment identifies & assesses other alternative solutions that involve lesser intrusion into the forecourt. These solutions may or may not involve use of other public/private lands to access the proposed loading docks. If you have any query in this regard, please contact Rajeev Maini on (02) 98738592.

Yours sincerely

Vincent Sicari
Manager
Conservation Team



4 December 2009

Daniel Keary
Department of Planning
GPO Box 39
Sydney NSW 2001

Attention: Cameron Sargent

Dear Mr Keary,

Re: MP09_0300 Proposed underground loading dock and vehicle access tunnel at the Sydney Opera House

Thank you for your letter of 20 November 2009 regarding requesting details of key issues and assessment requirements for MP09_0300 proposed underground loading dock and vehicle access tunnel at the Sydney Opera House. Sydney Water has reviewed the proposal and provides the following comments for the Department's consideration.

Sydney Water Servicing

Sydney Water will further assess the impact of the development when the proponent applies for a Section 73 Certificate. This assessment will enable Sydney Water to specify any works required as a result of the development and to assess if amplification and/or changes to the system are applicable. Sydney Water requests the Department continue to instruct proponents to obtain a Section 73 Certificate from Sydney Water.

The proponent must fund any adjustments needed to Sydney Water infrastructure as a result of any development. The proponent should engage a Water Servicing Coordinator to get a Section 73 Certificate and manage the servicing aspects of the development. Details are available from any Sydney Water Customer Centre on 13 20 92 or Sydney Water's website at www.sydneywater.com.au.

Stormwater

The works within the Opera House site itself, as noted in the submitted documentation, are dependent on the previously agreed in principle Bennelong Drain deviation works proceeding before decommissioning the existing drain that currently under the Opera House.

Sydney Water e-planning

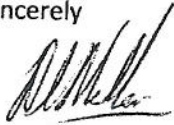
Sydney Water has created a new email address for planning authorities to use to submit statutory or strategic planning documents for review. This email address is urbangrowth@sydneywater.com.au. The use of this email will help Sydney Water provide advice on planning projects faster, in line with current planning reforms. It will also reduce the amount of printed material being produced. This email should be used for:

- Section 62 consultations under the *Environmental Planning and Assessment Act 1979*
- consultations where Sydney Water is an adjoining land owner to a proposed development

- Major Project applications under Part 3A of the *Environmental Planning and Assessment Act 1979*
- consultations and referrals required under any Environmental Planning Instrument
- draft LEPs, SEPPs or other planning controls, such as DCPs
- any proposed development or rezoning within a 400m radius of a Sydney Water Sewage Treatment Plant
- any proposed planning reforms or other general planning or development inquiries

If you require any further information, please contact Alexandra Plumb of the Urban Growth Branch on 02 8849 6066 or e-mail alexandra.plumb@sydneywater.com.au

Yours sincerely



Adrian Miller
Manager Urban Growth Strategy and Procurement

MINUTES OF MEETING
SYDNEY OPERA HOUSE
VEHICULAR & PEDESTRIAN SAFETY PROJECT



EA Consultation Meeting
State Property Authority

Held at: Sydney Opera House Bennelong Point
 Date/Time: Friday 30 April 2010 at 2pm
 Minutes By: Marie Khoury – Savills Project Management

	<i>Operative</i>	<i>Organisation</i>	<i>Code</i>
Present	Bruce Wigger	State Property Authority – Regional Manager	BWSPA
	John Grierson	State Property Authority – Senior Property Portfolio Officer	JGSPA
	Greg McTaggart	Sydney Opera House – Director BD&M	GMSOH
	Paul Shumack	Sydney Opera House – Projects Manager	PSSOH
	Colin Ging	Savills Project Management – Senior Project Director	CGSPM
	Marie Khoury	Savills Project Management – Senior Project Manager	MKSPM

Copies to As Above

<i>Minute</i>	<i>Status</i>	<i>Business</i>	<i>Responsibility</i>
1.0		<u>Meeting Purpose</u> The consultation meeting was held to introduce the proposed new loading dock at the Sydney Opera House, known as the VAPS – Vehicle And Pedestrian Safety Project to the State Property Authority, and to receive comment on the design solution.	Note
2.0		GMSOH opened the meeting and introduced the two projects currently being considered by the Sydney Opera House which impact on the Carpark: 1. Bennelong Stormwater Drain Diversion 2. Vehicle And Pedestrian Safety (VAPS) Project	Note
3.0		GMSOH explained the Bennelong Drain Diversion is being dealt with under a separate Environmental Assessment Submission, and negotiations have already taken place with State Property Authority and a Deed is in place.	Note
4.0		CGSPM explained the purpose of the project was to remove the majority of heavy vehicles off the vehicle concourse by introducing a loading dock below ground, and thereby sufficiently enhancing pedestrian safety on the forecourt.	Note
5.0		CGSPM explained the history of the project and presented a plan and perspective of the original location of the loading dock tunnel entry on the forecourt, which formed part of the submission to the DOP (Department of Planning) for the DGRs (Director General's Requirements).	
6.0		CGSPM explained that the DGRs received at end of December 2009, heavily stressed the heritage significance of the forecourt and requested that: i. "Measures be undertaken to minimise and mitigate potential heritage impact. ii. Alternative Designs and solutions that involve lesser intrusion into the forecourt which may utilise other public and private lands."	Note
7.0		In response to the DGRs several alternative designs were investigated in	Note

MINUTES OF MEETING
SYDNEY OPERA HOUSE
VEHICULAR & PEDESTRIAN SAFETY PROJECT



		<p>principle, which involve the loading dock entry off the forecourt. CGSPM explained these alternatives with the aid of preliminary sketches:</p> <ol style="list-style-type: none"> i. Loading dock entry and exit off the Sydney Harbour Tunnel south bound lane. ii. Loading dock entry and exit further back along Macquarie Street. iii. Loading dock entry and exit off the Car park Entry. <p>None of the above alternatives were deemed feasible by the Design Team as the complexity and the cost of the additional road works associated with each would render the solution unfeasible.</p>	
8.0		CGSPM noted that approximately 15 options have been investigated for the ramp entry and location on the forecourt. With the aid of preliminary sketches Ramp Option A, B and D were explained, including their impact on the Carpark property.	
9.0		<p>CGSPM explained with the aid of plans the proposed VAPS Project including the loading dock and in particular the proposed tunnel entry off the forecourt. It was explained the proposed option impacts on the carpark in two areas:</p> <ol style="list-style-type: none"> 1. The entry tunnel clashes with the sandstone wall currently forming the edge of the air intake shaft, and will require this wall be re-constructed in concrete. 2. The entry tunnel will run above the existing carpark pedestrian link, and will require a certain portion to be re-constructed with no impact to the existing ceiling height. 	Note
10.0		SPA asked how deep below the surface is the dock level? Answer given as approximately 11m below the current forecourt level.	Note
11.0		SPA asked what work other than the entry tunnel and dock will be undertaken as part of VAPS. Answer stated the dock space plus two corridors and lifts which connected the space with the scenery store and the concert hall.	Note
12.0		SPA asked about the proposed method of removing excavation spoil and dewatering. The response stated the excavation spoil will be removed from the site via trucks on the road, and that pumps will be utilised to dewater the excavation. These methods will need to be refined and confirmed by the Contractor engaged to undertake the works.	Note
13.0		SPA asked if the project will necessitate the exposure of existing rock bolts or any other critical support structures to the carpark. CGSPM advised Phillip Pell will be approached to confirm the VAPS design does impact on the Carpark structure.	Note
14.0		SPA asked if the project goes through Lot 101 (State Property Authority land). The response was Yes and the two parties will need to address this in time. CGSPM noted the original scheme also crossed Lot 101, but this was missed during the Deed negotiations.	Note
15.0		SPA noted concern has been expressed by the Carpark Lessee; however this is believed to be more over the Bennelong Drain and its proximity to the exhaust shaft rather than over the VAPS project.	Note
16.0		SPA asked about the timing for the project. Response was it is dependent on Funding Approval and the EA Process.	Note
17.0		SPA asked about the anticipated construction duration. The response was approximately 2 years in total, with impact on Carpark Pedestrian Link being approximately 6months.	Note
18.0		SPA asked about impact on Opera House operations during construction. The response was Opera House operations will run	Note

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SYDNEY OPERA HOUSE
VEHICULAR & PEDESTRIAN SAFETY PROJECT



		normally.	
19.0		SPA asked about the proposal for Hoardings including type and locations. Response was it is too early to know now, but will be discussed with SPA at the appropriate time and prior to installation.	Note
20.0		SPA asked the timing for the Bennelong Drain Diversion. The response was this will occur as an Early Works Package to the VAPS Project.	Note
21.0		SPA asked if the request for funding included the Opera Renewal. The response was NO.	Note
22.0		SPA asked about the process moving forward. GMSOH advised the EA Submission will be lodged, and then work on the project will stop until the funding is approved.	Note
23.0		SPA suggested the proposal be put forward formally to the State Property Authority for official comment. To this effect, GMSOH to issue letter to SPA by Wednesday of next week.	GMSOH
24.0		GMSOH noted that a letter of consent will be required from SPA for the purpose of lodging the EA, as the proposed VAPS encroaches on Carpark Land (LOT 101).	Note
25.0		Meeting Closed at 3pm.	Note

MINUTES OF MEETING
SYDNEY OPERA HOUSE
VEHICULAR & PEDESTRIAN SAFETY PROJECT



EA Consultation Meeting
The Sydney Harbour Tunnel

Held at: Sydney Opera House Bennelong Point
 Date/Time: Wednesday 9 June 2010 at 11am
 Minutes By: Marie Khoury – Savills Project Management

	<i>Operative</i>	<i>Organisation</i>	<i>Code</i>
Present	Jason Bennett	Real Estate Capital Partners – Divisional Director Funds Management	JBREC
	Greg McTaggart	Sydney Opera House – Director BDM	GMSOH
	Paul Shumack	Sydney Opera House – Projects Manager	PSSOH
	Colin Ging	Savills Project Management – Senior Project Director	CGSPM

Copies to As Above

<i>Minute</i>	<i>Status</i>	<i>Business</i>	<i>Responsibility</i>
1.0		Meeting Purpose The consultation meeting was held to introduce the proposed new loading dock at the Sydney Opera House, known as the VAPS – Vehicle And Pedestrian Safety Project to the Sydney Harbour Tunnel, and to receive comment on the design solution.	Note
		GMSOH opened the meeting with an overview of the VAPS Project and the proposed tunnel entry.	Note
		CGSPM explained the purpose of the project was to remove the majority of heavy vehicles off the vehicle concourse by introducing a loading dock below ground, and thereby sufficiently enhancing pedestrian safety on the forecourt.	Note
		CGSPM explained the history of the project and presented a plan and perspective of the original location of the loading dock tunnel entry on the forecourt, which formed part of the submission to the DOP (Department of Planning) for the DGRs (Director General's Requirements).	
		CGSPM explained that the DGRs received at end of December 2009, heavily stressed the heritage significance of the forecourt and requested that: <ol style="list-style-type: none"> i. "Measures be undertaken to minimise and mitigate potential heritage impact. ii. Alternative Designs and solutions that involve lesser intrusion into the forecourt which may utilise other public and private lands." 	Note
		In response to the DGRs several alternative designs were investigated in principle, which involve the loading dock entry off the forecourt. CGSPM explained these alternatives with the aid of preliminary sketches: <ol style="list-style-type: none"> i. Loading dock entry and exit off the Sydney Harbour Tunnel south bound lane. ii. Loading dock entry and exit further back along Macquarie Street. iii. Loading dock entry and exit off the Car park Entry. None of the above alternatives were deemed feasible by the Design Team as the complexity and the cost of the additional road works	Note

MINUTES OF MEETING
SYDNEY OPERA HOUSE
VEHICULAR & PEDESTRIAN SAFETY PROJECT



		associated with each would render the solution unfeasible.	
		CGSPM noted that approximately 15 options have been investigated for the ramp entry and location on the forecourt. With the aid of preliminary sketches Ramp Option A, B and D were explained, including their impact on the Carpark property.	Note
		CGSPM explained with the aid of plans the proposed VAPS Project including the loading dock and in particular the proposed tunnel entry off the forecourt. It was explained the proposed option impacts on the carpark in two areas: <ol style="list-style-type: none"> 1. The entry tunnel clashes with the sandstone wall currently forming the edge of the air intake shaft, and will require this wall be re-constructed in concrete. 2. The entry tunnel will run above the existing carpark pedestrian link, and will require a certain portion to be re-constructed with no impact to the existing ceiling height. 	Note
		PSSOH showed the flythrough prepared for the VAPS Tunnel and Loading dock, as well as the Photomontages of the Forecourt with the VAPS Tunnel.	Note
		JBREC asked various questions that were addressed in the meeting.	Note
		It was agreed PSSOH would write to RECAP officially advising them of the VAPS project and would include the following sketches SK55, SK100, SK130, SK406, SK420, SK441. JB requested Survey confirming proximity of the Bennelong Drain to the Carpark Exhaust Shaft be included in the letter.	PSSOH
		CGSPM mentioned Phillip Pell has been approached to review the impact of the VAPS project on the Carpark Structure. Report currently being prepared.	Note
		Meeting closed at 12pm.	Note

MINUTES OF MEETING
SYDNEY OPERA HOUSE
VEHICULAR & PEDESTRIAN SAFETY PROJECT



EA Consultation Meeting
Royal Botanical Gardens

Held at: Sydney Opera House Bennelong Point
 Date/Time: Friday 14 May 2010 at 2pm
 Minutes By: Marie Khoury – Savills Project Management

	<i>Operative</i>	<i>Organisation</i>	<i>Code</i>
Present	Mark Savio	Royal Botanical Gardens – Director Assets	MSRBG
	Brad Horan	Royal Botanical Gardens – Manager Domain & Infrastructure	BHRBG
	Greg McTaggart	Sydney Opera House – Director BD&M	GMSOH
	Paul Shumack	Sydney Opera House – Projects Manager	PSSOH
	Colin Ging	Savills Project Management – Senior Project Director	CGSPM
	Marie Khoury	Savills Project Management – Senior Project Manager	MKSPM

Copies to As Above

<i>Minute</i>	<i>Status</i>	<i>Business</i>	<i>Responsibility</i>
1.0		<u>Meeting Purpose</u> The consultation meeting was held to introduce the proposed new loading dock at the Sydney Opera House, known as the VAPS – Vehicle And Pedestrian Safety Project to the Royal Botanical Gardens, and to receive comment on the design solution.	Note
2.0		GMSOH opened the meeting and explained the purpose.	Note
3.0		CGSPM explained the purpose of the project was to remove the majority of heavy vehicles off the vehicle concourse by introducing a loading dock below ground, and thereby sufficiently enhancing pedestrian safety on the forecourt.	Note
4.0		CGSPM explained the history of the project and presented a plan and perspective of the original location of the loading dock tunnel entry on the forecourt, which formed part of the submission to the DOP (Department of Planning) for the DGRs (Director General's Requirements).	
5.0		CGSPM explained that the DGRs received at end of December 2009, heavily stressed the heritage significance of the forecourt and requested that: <ul style="list-style-type: none"> i. <i>“Measures be undertaken to minimise and mitigate potential heritage impact.</i> ii. <i>Alternative Designs and solutions that involve lesser intrusion into the forecourt which may utilise other public and private lands.”</i> 	Note
6.0		In response to the DGRs several alternative designs were investigated in principle, which involve the loading dock entry off the forecourt. CGSPM explained these alternatives with the aid of preliminary sketches: <ul style="list-style-type: none"> i. Loading dock entry and exit off the Sydney Harbour Tunnel south bound lane. ii. Loading dock entry and exit further back along Macquarie Street. iii. Loading dock entry and exit off the Car park Entry. None of the above alternatives were deemed feasible by the Design	Note

MINUTES OF MEETING
SYDNEY OPERA HOUSE
VEHICULAR & PEDESTRIAN SAFETY PROJECT



		Team as the complexity and the cost of the additional road works associated with each would render the solution unfeasible.	
7.0		CGSPM explained with the aid of plans the proposed VAPS Project including the loading dock and in particular the proposed tunnel entry off the forecourt.	Note
8.0		RBG asked about the height clearance in the tunnel. The response was approximately 4.5m.	Note
9.0		RBG asked if the dock was going to utilise the Carpark Exhaust Shaft. Answer was No, and it was explained the dock will be exhausted through a tunnel that exists underneath the Eastern Boardwalk.	Note
10.0		RBG asked if the tunnel will be a cut and cover operation and what will be the impact on the forecourt? The response confirmed the tunnel will be constructed for its majority using a cut and cover operation. While the final methodology will be investigated in more detail once funding is granted, access to the Royal Botanical Garden will be maintained during construction.	Note
11.0		RBG confirmed the Tarpeian wall is RBG property.	Note
12.0		RBG asked if the garden beds will be removed as part of VAPS. The response was Yes.	Note
13.0		GMSOH confirmed there will be two separate EA Submissions one for the Bennelong Drain Diversion (currently underway) and one for the VAPS Project. RBG advised they have been advised about the Bennelong Drain Diversion by DOP.	Note
14.0		RBG asked about the commencement date for the Bennelong Drain Diversion works. The response was once funding is approved.	Note
15.0		CGSPM asked what RBG's reaction is to the proposal which shows the ramp commencing further up Macquarie Street and going underneath the Royal Botanical Garden Land to access the dock. RBG responded it is not likely to be approved; however an official request will need to be made by SOH if it is to be officially assessed. No further action will be taken on this option.	Note
16.0		RBG advised an Aboriginal Mural is currently being discussed for the Tarpeian Wall, and its timing relative to VAPS will need to be considered. GMSOH asked about the likely timing for the Mural and the response was 2years.	Note
17.0		RBG asked how the House proposes to manage traffic queuing. The response was the dock is capable of handling 3 large trucks at any one time. Large trucks are used mainly by the Performing Arts during bump-in and bump-out, and these deliveries are booked. The Food & Beverage deliveries come in small vans and can be managed within the loading dock and turning bay area.	Note
18.0		RBG asked if the ramp location will impact on the Forecourt events. The response was impact will be only the Back of House/shed area and not on the stage. More space is gained by raising the level and reducing the width of the roadway.	Note
19.0		RBG asked about the anticipated construction programme. The response was 2 to 2.5years.	Note
20.0		GMSOH asked if there were any concerns with the presented proposal. RBG responded no concerns at this stage.	Note
21.0		RBG suggested the proposal be put forward formally to the Royal Botanical Gardens so it can be shown to the Trust. To this effect, GMSOH to issue letter to RBG by Wednesday of next week.	GMSOH
22.0		Meeting Closed at 2.40pm.	Note

MINUTES OF MEETING
SYDNEY OPERA HOUSE
VEHICULAR & PEDESTRIAN SAFETY PROJECT



EA Consultation Meeting
The Sydney Harbour Tunnel

Held at: 130 Mount Street, North Sydney NSW
 Date/Time: Wednesday 2 June 2010 at 11am
 Minutes By: Marie Khoury – Savills Project Management

	<i>Operative</i>	<i>Organisation</i>	<i>Code</i>
Present	Bob Allen Gary Payseno Lesley Morgan Colin Ging Marie Khoury	Sydney Harbour Tunnel – General Manager Sydney Harbour Tunnel – Operations Manager Sydney Harbour Tunnel – PA to General Manager Savills Project Management – Senior Project Director Savills Project Management – Senior Project Manager	BASHT GPSHT LMSHT CGSPM MKSPM
Copies to	As Above Greg McTaggart Paul Shumack	Sydney Opera House – Director BDM Sydney Opera House – Projects Manager	GMSOH PSSOH

<i>Minute</i>	<i>Status</i>	<i>Business</i>	<i>Responsibility</i>
1.0		<u>Meeting Purpose</u> The consultation meeting was held to introduce the proposed new loading dock at the Sydney Opera House, known as the VAPS – Vehicle And Pedestrian Safety Project to the Sydney Harbour Tunnel, and to receive comment on the design solution.	Note
2.0		CGSPM explained the purpose of the project was to remove the majority of heavy vehicles off the vehicle concourse by introducing a loading dock below ground, and thereby sufficiently enhancing pedestrian safety on the forecourt.	Note
3.0		CGSPM explained the history of the project and presented a plan and perspective of the original location of the loading dock tunnel entry on the forecourt, which formed part of the submission to the DOP (Department of Planning) for the DGRs (Director General's Requirements).	
4.0		CGSPM explained that the DGRs received at end of December 2009, heavily stressed the heritage significance of the forecourt and requested that: <ol style="list-style-type: none"> i. <i>“Measures be undertaken to minimise and mitigate potential heritage impact.</i> ii. <i>Alternative Designs and solutions that involve lesser intrusion into the forecourt which may utilise other public and private lands.”</i> 	Note
5.0		In response to the DGRs several alternative designs were investigated in principle, which involve the loading dock entry off the forecourt. CGSPM explained these alternatives with the aid of preliminary sketches: <ol style="list-style-type: none"> i. Loading dock entry and exit off the Sydney Harbour Tunnel south bound lane. ii. Loading dock entry and exit further back along Macquarie Street. iii. Loading dock entry and exit off the Car park Entry. None of the above alternatives were deemed feasible by the Design Team as the complexity and the cost of the additional road works	Note

MINUTES OF MEETING
SYDNEY OPERA HOUSE
VEHICULAR & PEDESTRIAN SAFETY PROJECT



		associated with each would render the solution unfeasible.	
6.0		CGSPM explained with the aid of plans the proposed VAPS Project including the loading dock and in particular the proposed tunnel entry off the forecourt. Plans SK-55, SK-100 and SK-130 are enclosed as Attachment A for reference of presented scheme.	Note
7.0		All in attendance agreed that it will NOT be possible to have the loading dock entry and exit via an acceleration and de-acceleration lane respectively off the southern bound Sydney Harbour Tunnel.	Note
8.0		BASHT noted that in principle no issue was perceived with the proposed VAPS Project including the tunnel entry location.	Note
9.0		The proposed scheme final documentation will need to be submitted to Hyder Consulting via the Sydney Harbour Tunnel for review and verification of nil impact on the Sydney Harbour Tunnel.	Note
10.0		CGSPM advised that during design development further survey work will be undertaken to confirm the proposed entry to the loading dock does not impinge on the Sydney Harbour Tunnel Easement.	Note
11.0		Meeting Closed at 11.30am.	Note

Attachment A – Architectural Plans follow.

MINUTES OF MEETING
SYDNEY OPERA HOUSE
VEHICULAR & PEDESTRIAN SAFETY PROJECT



EA Consultation Meeting
Sydney City Council

Held at: Town Hall House
 456 Kent Street NSW 2000
 Date/Time: Friday 21 May 2010 at 2pm
 Minutes By: Marie Khoury – Savills Project Management

	<i>Operative</i>	<i>Organisation</i>	<i>Code</i>
Present	Andrew Rees Colin Ging Marie Khoury	Sydney City Council – Area Planning Manager Savills Project Management – Senior Project Director Savills Project Management – Senior Project Manager	ARSCC CGSPM MKSPM
Copies to	As Above Greg McTaggart Paul Shumack	Sydney Opera House – Director BDM Sydney Opera House – Projects Manager	GMSOH PSSOH

<i>Minute</i>	<i>Status</i>	<i>Business</i>	<i>Responsibility</i>
1.0		Meeting Purpose The consultation meeting was held to introduce the proposed new loading dock at the Sydney Opera House, known as the VAPS – Vehicle And Pedestrian Safety Project to Sydney City Council, and to receive comment on the design solution.	Note
2.0		CGSPM explained the purpose of the project was to remove the majority of heavy vehicles off the vehicle concourse by introducing a loading dock below ground, and thereby sufficiently enhancing pedestrian safety on the forecourt.	Note
3.0		CGSPM explained the history of the project and presented a plan and perspective of the original location of the loading dock tunnel entry on the forecourt, which formed part of the submission to the DOP (Department of Planning) for the DGRs (Director General's Requirements).	Note
4.0		CGSPM explained that the DGRs received at end of December 2009, heavily stressed the heritage significance of the forecourt and requested that: <ol style="list-style-type: none"> i. <i>“Measures be undertaken to minimise and mitigate potential heritage impact.</i> ii. <i>Alternative Designs and solutions that involve lesser intrusion into the forecourt which may utilise other public and private lands.”</i> 	Note
5.0		In response to the DGRs several alternative designs were investigated in principle, which involve the loading dock entry off the forecourt. CGSPM explained these alternatives with the aid of preliminary sketches: <ol style="list-style-type: none"> i. Loading dock entry and exit off the Sydney Harbour Tunnel south bound lane. ii. Loading dock entry and exit further back along Macquarie Street. iii. Loading dock entry and exit off the Car park Entry. None of the above alternatives were deemed feasible by the Design Team as the complexity and the cost of the additional road works associated with each would render the solution unfeasible.	Note

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6.0		CGSPM explained with the aid of plans the proposed VAPS Project including the loading dock and in particular the proposed tunnel entry off the forecourt. Plans SK-55, SK-100 and SK-130 are enclosed as Attachment A for reference of presented scheme.	Note
7.0		ARSCC noted moving the start point of the entry ramp closer to Macquarie Street roundabout and placing the ramp along the Tarpeian wall will be favourably received by Sydney City Council.	Note
8.0		In principle no objections were raised in the meeting to the presented design.	Note
9.0		No further action was requested by Council.	Note
10.0		Official Council comments will be issued during the Environmental Assessment review process.	Note
11.0		Meeting Closed at 2.30pm.	Note

Attachment A – Architectural Plans follow.